

★ ALL HANDS ★

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



ASNYM	
SPASST	✓
SIASST	
NAVAIDE	✓
NAVAIDE	✓
NAVA	
NAVA	
NAVA	✓
Act/Cog	
Cy to	

This magazine is intended
for 10 readers. All should
see it as soon as possible.
PASS THIS COPY ALONG

OCTOBER 1966





ALL HANDS The Bureau of Naval Personnel Career Publication, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Issuance of this publication approved in accordance with Department of the Navy Publications and Printing Regulations, NAVEXOS P-35. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given **ALL HANDS**. Original articles of general interest may be forwarded to the Editor, **ALL HANDS**, Room 1809, Navy Annex, Navy Department, Washington, D.C. 20370. DISTRIBUTION: By Section B-3202 of the Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

The Bureau invites requests for additional copies as necessary to comply with the basic directives. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to subactivities the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant U.S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant. PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The rate for **ALL HANDS** is 25 cents per copy; subscription price \$2.50 a year, domestic (including FPO and APO address for overseas mail); \$3.50 foreign. Remittances should be made to the Superintendent of Documents. Subscriptions are accepted for one, two or three years.



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

OCTOBER 1966

Nav-Pers-O

NUMBER 597

VICE ADMIRAL BENEDICT J. SEMMES, Jr., USN

The Chief of Naval Personnel

REAR ADMIRAL BERNARD M. STREAN, USN

The Deputy Chief of Naval Personnel

CAPTAIN JAMES G. ANDREWS, USN

Assistant Chief for Morale Services

TABLE OF CONTENTS

Features

Guerrillas from the Depths	2
How to Become a Seal	5
Training By Television	7
Below Decks in Shangri La	8
Silver Dolphins and a Deep-sea Diploma	12
USS Plunger: Out Yonder and Way Down Under	14
On the Job Round-the-Clock	17
Aceybone Is Ready	27
Hancock Spends a Day at School	28
'PR' Stands for Aircrew Survival Equipmentman	45

Special Report

A Primer on Navy Ratings: Questions and Answers	18
Rating Roundup—Part II	20

Departments

Letters to the Editor	29
Today's Navy	36
Navy Sports: Mermen Excel in Fresh Water Too	46
Judges Select Winners of All-Navy Cartoons	48
Servicewise: News of Other Services	50
The Word	53

Bulletin Board

An Educational Program to Fit Every Navyman	54
If You've Missed NESEP	57
Pilot Program: Junior College for Enlisted Men	57
Rating Control Roundup: Report for Radarmen	58
Family Services Centers Set Up	60
Directives in Brief	62

Taffrail Talk

John A. Oudine, Editor

Associate Editors

G. Vern Blasdel, News
Don Addor, Layout & Art
Ann Hanabury, Research
Gerald Wolff, Reserve

• **FRONT COVER:** DIRECTOR OF SUPPLIES—Aviation Structural Mechanic 3rd Class James F. Baugh directs incoming Sea Knight helicopter and cargo to landing spot aboard USS Ranger (CVA 61) during vertical underway replenishment.

• **AT LEFT:** WELCOME ABOARD—V/STOL XCA-142A comes in for landing aboard USS Bennington (CVS 20) during carrier qualification tests near San Diego earlier this year. With plane wing at 35-degree angle and 30-knot wind over deck, plane had lifted off with five feet of deck roll.—Photo by Arthur L. Schoeni.

• **CREDIT:** All photographs published in **ALL HANDS** Magazine are official Department of Defense photos unless otherwise designated.



HEADS DOWN—Navy SEAL team paddles rubber raft toward mission's objective while conforming to low silhouette.

Guerrillas from the

DEADLIEST of species," "slick and silent," "a fantastic new breed," "guerrillas from the depths" . . .

All of the above is reputed to be carried off with "swagger" and a "self-confident attitude."

This may remind you of dialogue from a spy thriller or perhaps something lifted from episodes on evening TV.

In actuality, these terms were borrowed from stories appearing in newspapers and magazines describing the activities of Navy SEALs.

Recently I met some SEALs.

Alongside the door of a one-story, white wooden building on the Naval Amphibious Base in Little Creek, Va., stood a young lieutenant (jg). The silver bar was the only clue to his rank; he wore sneakers, shorts and a fatigue jacket and cap.

The reputation of the SEAL teams suggested a cautious approach.

But he had no built-in, under-sea fins growing from his back nor did he wear killer's or assassin's weapons at his side. He looked quite normal. He was friendly and polite. Smiling broadly, he gave me a reassuring handshake.

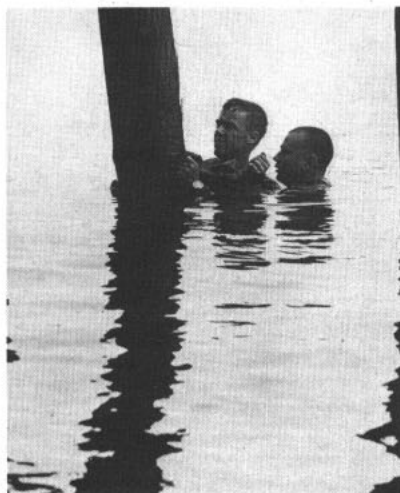
Inside the building there were other Navymen. Some were dressed like the LTJG; others wore dungarees or undress blues displaying the

usual array of petty officers' badges. From these men I formed a less fantastic image of the U.S. Navy's SEAL teams.

Not all their activities can be told and their exact mission is still regarded as classified—but here is what can be related.

THE TERM, SEAL, is derived from the words Sea, Air and Land. For a comparison, you can equate them

TRICKS OF THE TRADE—SEALs place an explosive charge on pier piling during Norfolk training exercise.



to the Army's Special Forces who wear the green berets, or perhaps the blue beret wearers of the Air Force Commandos. No berets are worn by the SEALs, but the Navy-Marine Corps parachute wings are a part of their uniform.

"SEAL teams are Navy units trained to conduct unconventional or para-military operations and to train personnel of Allied nations in such operations. SEALs are expected to be able to operate with little support and in restricted waters or in a land environment," reads the official statement. This does not give you much to go on, but perhaps the training program will give you some clues to their work.

All SEALs are selected from the Navy's Underwater Demolition Teams (UDT). That is the starting point.

When a man becomes a SEAL trainee he attends a long list of varied and specialized schools. Most of the men would have to take several minutes to remember how many schools they attended. Actually, the training is never really complete, since each SEAL will most likely attend other schools in the future.

A SEAL is trained in foreign languages, escape and evasion, weapons and demolition. Instructor School,

LOW CONFIGURATION hard to spot.

Depths

Survival School plus parachute rigger and jump master training are on the list. A specialized skill such as high altitude-low opening (HALO), better known as free fall, is an example of the varied talents SEALs must perfect.

Not all schools attended are Navy operated. Training facilities of the Army and Air Force are also used. In some situations SEALs utilize the facilities of another military service and conduct their own self-imposed training program.

AIR MAIL—Navy SEAL uses free-fall parachuting technique to drop in on job.

The SEALs are based at Little Creek, Va. and Coronado, Calif.

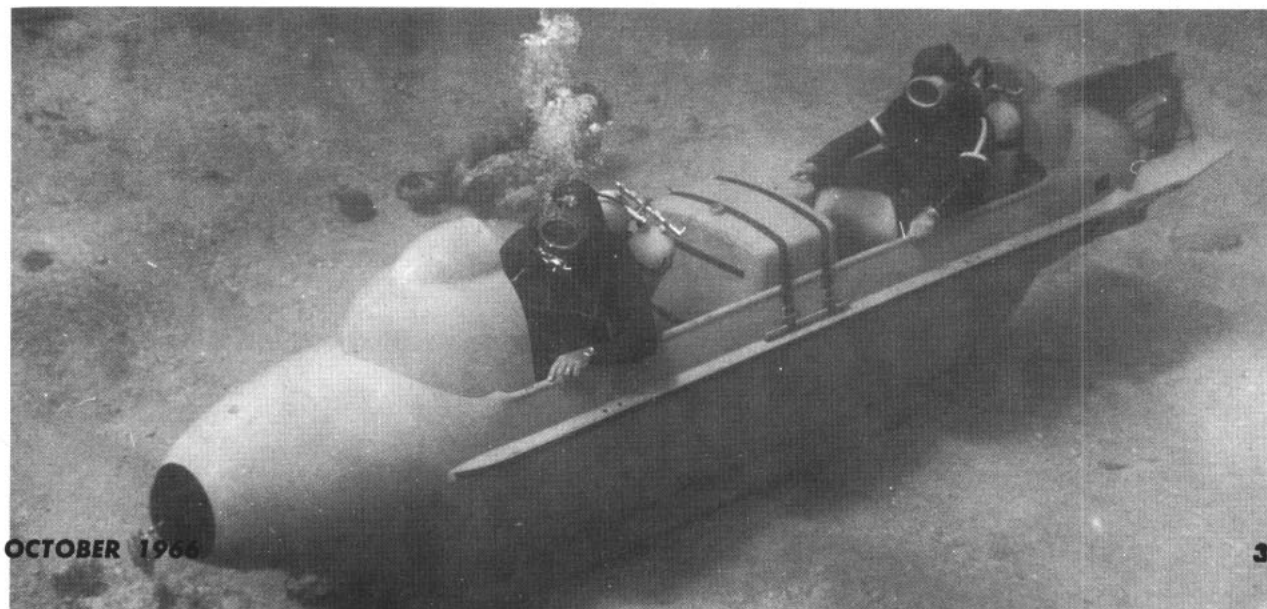
SEALs keep in excellent physical condition but do not think they have to look like Charles Atlas. This would not be an asset to their work. Looking very normal is. A large part of their physical fitness program is participation in popular sports.

Men are selected for SEAL teams

on the basis of intelligence. Once this hurdle has been passed, physical endurance, emotional stability, aggressiveness and ability are considered. This duty is not for shirkers, escapist, malcontents or glory seekers. A man's physical size has nothing to do with his selection.

Extra pay should not be the reason for becoming a SEAL, but there is a financial attraction. Each enlisted

IN THE SEA—Men who belong to SEAL teams are a highly trained group. Here SEALs use swimmer delivery vehicle.





AND AWAY WE GO—Keeping heads down, SEAL team leaves beach in raft after planting demolition charges.



man gets an extra \$110 per month—\$55 for parachuting and \$55 for demolition work.

Experience has shown that applicants who have previously received injury to arm, leg, feet or backjoints seldom, if ever, complete the course.

Reasons stated for being a SEAL are varied. Several men said they did not like perpetual changes of duty assignments. "I like to keep the same job," said one man. "Here we are virtually assured the same duty for a long time. This depends on our own performance," he added.

SEALs deplore the "Batman" and "007" type descriptions or any melodramatic portrayal of their duties, "I just don't think my job is like that,"

said one 1st class. SEALs reading about some of their suppositive exploits in some publications do not recognize themselves.

Asked if all this SEAL business isn't a little dangerous, one man put it this way: "No . . . I don't think so. I see sailors working in many dangerous jobs in the Navy. Look at the hazards of the carrier flight deck. To me, that is dangerous! How about driving your car on the Los Angeles freeway? I'd sooner do *my* work."

He said, "We are trained in judo. That in itself sounds sensational, but I think it's only because we are in the Navy. If we were in the Army no one would notice."

One SEAL officer said, "We're all

SEAL TEAM leaves submarine during training exercise. Above: SEAL waits for copter pick-up before parachute jump.



ALL HANDS

cautious in our work, even overly cautious in a manner of speaking. If a man becomes over-aware of the dangers of his work and is worried about it . . . naturally we would release him for other duty." He left the impression that this circumstance was nonexistent, or rare at least.

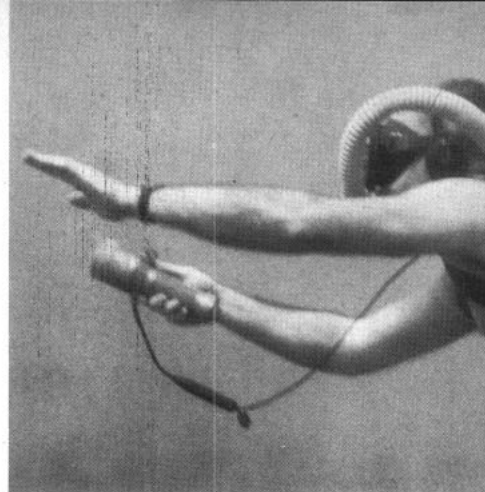
He said, "The training we receive is so thorough the men are confident of their ability. I guess you could call it a professional attitude toward your work—much like any other job in the Navy."

—M. E. Nuttall, PHC, USN

and is expert with a wide variety of weapons—from the light and compact M-16 automatic rifle to pistols and knives.

SEAL training involves reconnaissance, demolition and search and rescue. SEAL operations are usually similar to each other in only one respect—they generally begin from a mobile base—and that base is generally at sea.

If secrecy is a major requirement of a given mission, the SEALs may be carried near the shoreline by a submarine. They may even leave the



How to Be a Seal

ADVENTURE and excitement are well-nigh guaranteed to the Navyman who can qualify for a SEAL team. SEALs, who are combination frogmen, paratroopers and commandos, can expect two things of their assignment: first, it will be tough, demanding diligence and ingenuity; second, it won't be boring.

The first SEAL units were commissioned in 1962, with the original members chosen from the Navy's underwater demolition teams.

Already experts at underwater and beach work, they were then trained in commando tactics and parachute jumping. Their mission was—and is—to conduct special naval operations on and near coastlines, bays, rivers, lakes and swamps.

Each man is equipped to protect himself in unconventional warfare

submarine while it is submerged. They might parachute to earth near their objective from a carrier-based aircraft. Under other conditions they could be delivered by landing craft or other types of fast surface boats.

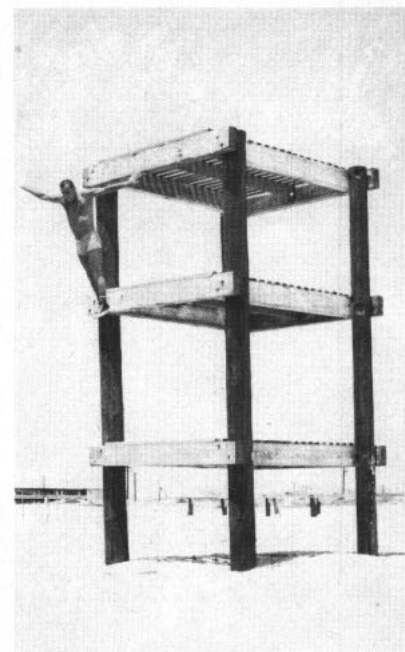
The object of a mission could be the rescue of a pilot who had been downed in enemy territory, or to contact friendly forces in jungle terrain and return with information. In these events the team assigned would include at least one man who spoke the local tongue. As mentioned before, all SEALs undergo training in at least one foreign language.

A SEAL mission might be the destruction of an enemy-held installation. Then the group would include at least one man—probably more—who was a master of demolition.

Versatility and native intelligence

OBSTACLE course builds strength and endurance. Rf: Net climbing is complex.





SLIDE FOR LIFE—SEALs slide down 100-foot cable to develop confidence. *Right:* Trainee jumps for "skyscraper."

are prerequisites for a SEAL. Success on any mission might be due not to well-laid plans, but to the men's ability to alter them due to unforeseen complications.

SKILL, versatility and stamina are vitally important; they are also qualities which vanish if not used. Consequently, SEALs are usually training, conducting operations, attending schools—on the move.

SEAL team billets are, obviously, considered arduous sea duty. However, SEAL members have been known to request to stay on arduous sea duty for extended periods. They

may do so by simply requesting Seavey extensions. The SEAL teams currently include several old-timers who have spent as much as a decade in UDT units (also arduous sea duty) and who transferred to SEAL soon after 1962. Why? Ask them.

SEALs definitely lead an exciting life. But if you're enthusiastic about joining a unit, here's a word of caution: It's not easy. On the other hand, it's not impossible either, and a number of men make the grade each year.

If you're still interested, your first step is to volunteer for UDT training. SEALs are accepted only from

UDT units, so if you want to become a SEAL, you must become a frogman first.

This is not as difficult as it sounds. If you are in average physical condition, with fairly normal eyesight, and a desire to become a SEAL, your chances of UDT acceptance will run close to 100 per cent.

Furthermore, you will be capable of completing the training satisfactorily, despite the notorious Hell Week and other obstacles.

After you have completed 16 weeks of UDT training, you must be recommended by your CO as SEAL material. This means you must be relatively near the top of your class and, above all, motivated.

IN THE DRINK—SEAL drops into water. *Rt:* Underwater hearing aid is used.

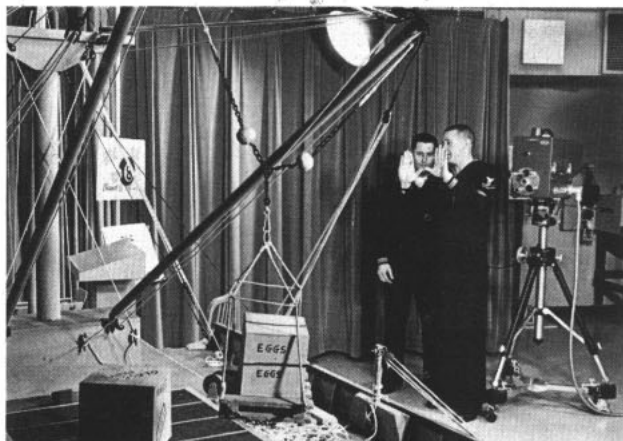


SEALs, like pilots, learn their basic skills in a formal school, but become experts only after years of experience and training as members of operational units. During your first two years as a SEAL, you'll be expected to qualify in jungle warfare, advanced demolition, sabotage, hand-to-hand combat, field communications, languages.

During this time you'll become familiar with all manner of weapons. You'll probably best know the lightweight M-16, .223-cal. rifle and the .38 pistol.

Once you've mastered these things, you'll be an experienced SEAL.

You'll still have your share of problems. But boredom will not be one of them.—Jon Franklin, JO1, USN



Training By Television

RECRUI TS at Great Lakes Naval Training Center are now spending an average of 64 working hours each in front of a television set.

The reason is that RTC-TV, the command's closed-circuit television station, is able to train an audience of 60 recruit companies simultaneously through the use of its four channels and two studios.

With a staff of 21, the station operates during nine 40-minute periods per day. The recruits are lectured on general Navy orientation, seamanship, ordnance and gunnery, damage control, first aid and personal hygiene.

Behind the scenes, the station operates something like this:

With his morning coffee in hand, the instructor reviews his lesson plans for the day. He checks the main points against reference material to insure his complete understanding of the lesson objectives.

Next, the lesson plans must be cued—with such cryptic markings as CU (close-up), LS (long shot) and FC (flip-card)—to aid the cameramen and the console operator in the master control booth.

Then he confers with the camera-

men and console operator. Together they work out camera angles and any changes which must be made in the video script. Possible improvements are also checked out with the unit production chief.

After his visual aids are ready and the script has been checked out, the instructor takes his position in front of the camera and waits for the signal to start.

When several consecutive lessons are to be given, the instructor has 10 minutes between shows to set up training aids and check final details.

Fellow instructors serve as cameramen at RTC-TV when they are not giving lectures. The practice helps them develop and sharpen their own presentations and it reduces the number of technicians.

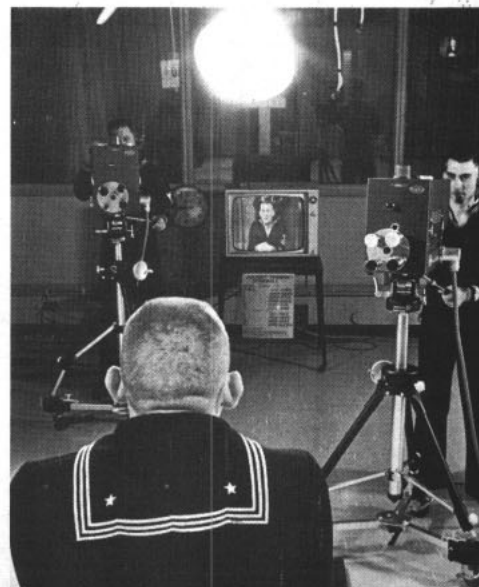
While the shows are being presented, they are videotaped to permit the instructors to evaluate their teaching techniques and the effectiveness of visual aids via replay. The video tape also allows the presentations to be stored for future use.

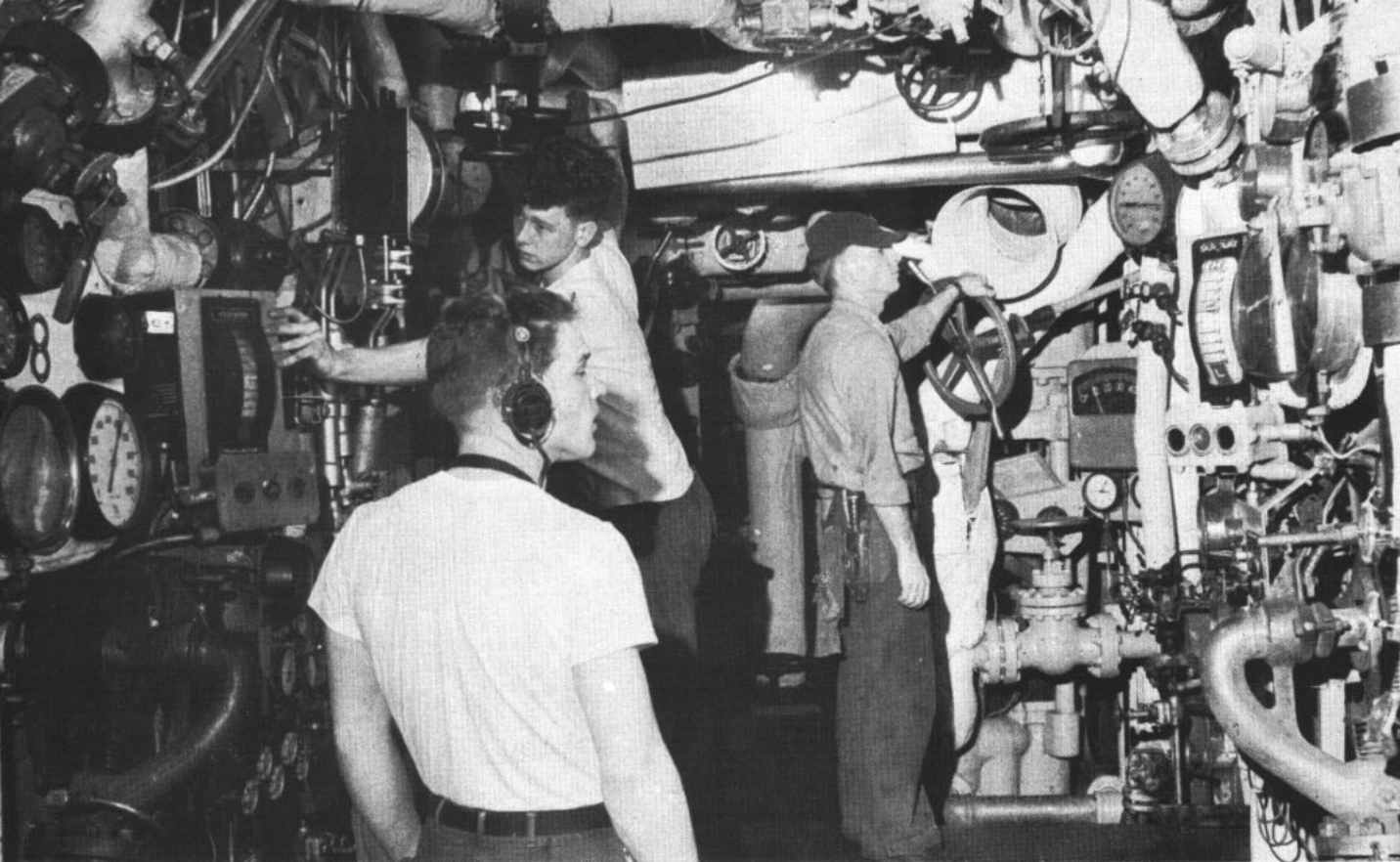
Thus, the recruits at Great Lakes are being taught by the most efficient medium possible—television. And they don't have to watch com-

mercials between the programs.

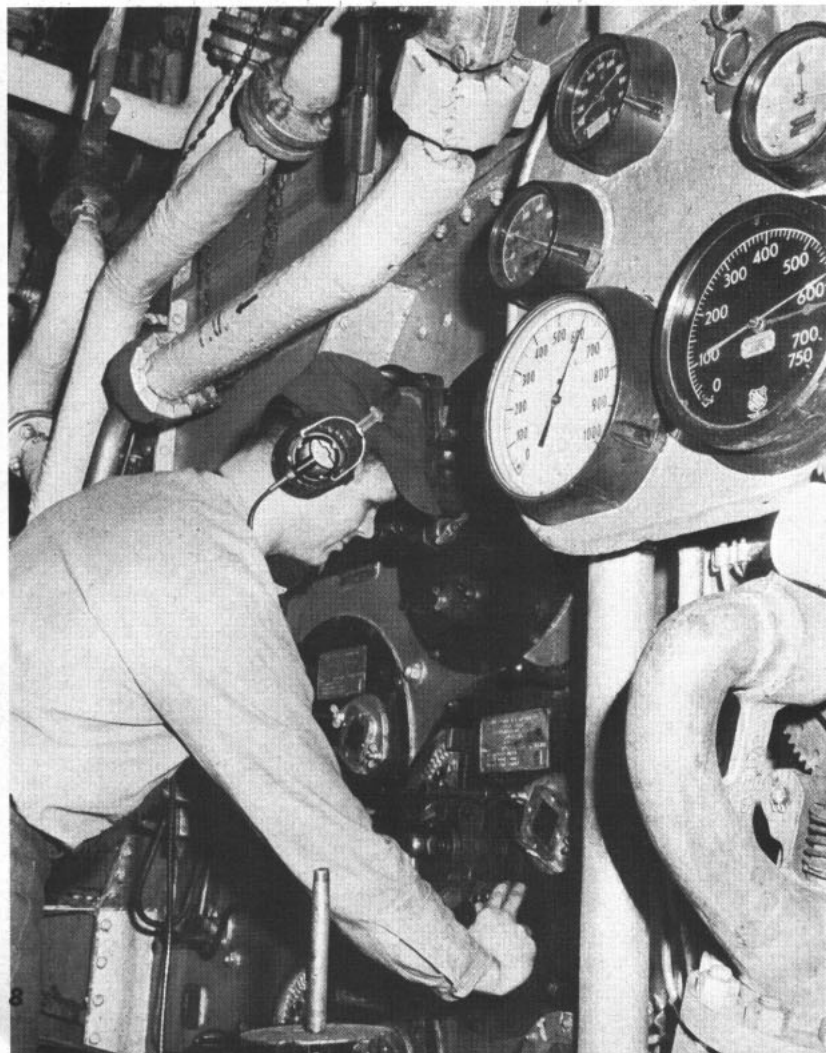
Clockwise, from upper left: (1) Instructor and cameraman discuss camera angle; (2) Teacher looks like this to recruits; (3) Flip cards are arranged; (4) Instructor's view of classes; (5) Recruits watch instructor on closed circuit TV.

—W. M. Cox, PHCS, USN





SNIPES SETTING—Snipes stand watch in fireroom. Below: Burnerman at work.



Below

Snipes, according to the Blue-jacket's Manual, are members of the Engineering Department. However, this particular definition is not in the dictionaries—which generally refer to a snipe as a "bird with variegated plumage"—while the sea term glossaries describe snipe as a Navy slang expression.

Precisely when, where and why the Navy's engineering officers and enlisted ratings got this name is not clear. Be that as it may, snipe has become widely applied and accepted as a trademark of the Engineering Department—to the extent that today even the chief engineer is sometimes called the "chief snipe." The label is worn with pride by men who know they are responsible for keeping the seagoing Navy on the move.

Here's a report on snipes serving in a carrier, namely USS Shangri La.

REMARKABLE improvements have been made in the engineering plants of ships of the Fleet over the years. For example, in today's Navy the most modern ships have air-conditioned engine rooms and shops

that are a far cry from those found in near ancient oil-burners, and are relatively easy to keep clean. However, though the number is increasing, only a minority of the ships in the Fleet are *that* modern.

Therefore, a description of one of the latest ships would not give a representative picture of the engineering and hull group. The majority are more like *Shangri La*, (CVA 38) with her 22-year-old plant facilities. That is, they are not like the early oil-burners nor are they as comfortable as the newest ones.

Yet, *Shangri La*—and the older flattops like her—match the performance of the newest conventionally powered (non-nuclear) CVAs, although they lack several significant advantages which you'll find in the new ships.

Weigh the following factors:

- The newer CVAs have larger engines; also they are more efficiently designed than the older flattop.

- After her major modification in 1955, *Shangri La's* weight increased from 27,000 to 43,000 tons—that's



Decks in Shangri La

quite a sizable extra load to carry.

- Also, this flattop now carries heavier aircraft and operates steam catapults, adding considerably to the power requirements anticipated at the time of her construction.

MANY FUNCTIONS that are handled automatically, or by flipping switches at a console of controls in some of the newer ships, must still be performed manually aboard this ship and her contemporaries. Some of the engineering watches involve duties that to the rest of the crew might seem difficult or tedious and meticulous—they require constant attention to reading gauges, writing logs, and checking machinery.

They also require esprit de corps, which you'll find in the average engineering gang in abundance. Familiar working conditions in most of the engineering spaces include sometimes oppressive heat, almost incessant noise, and a continuing battle against rust, carbon and grime.

Approximately 450 officers and men are usually assigned to the

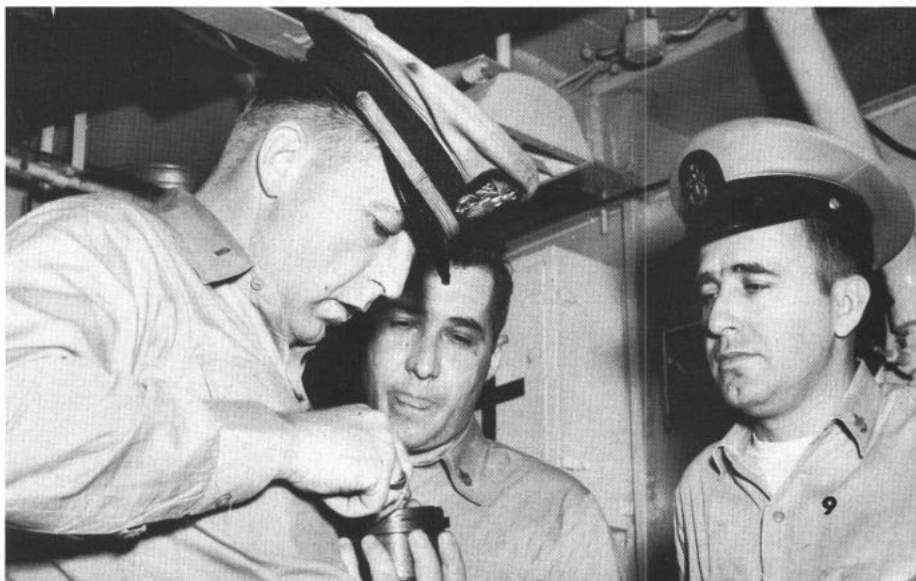
ship's Engineering Department. More than half of that total number, about 240, are non-rated men and many of them came to *Shangri La* without previous experience or training for the billets they are assigned.

Firemen, in their performance of duties, generally care for and operate boilers; operate pumps, motors,

and turbines; record readings of gauges; maintain and clean engineering machinery and spaces; and stand both security and fireroom watches.

Upon reporting to *Shangri La* for duty, those men who were designated as Fireman Apprentice during their basic training go to the ship's Engineering Department of-

BELOW DECKS—Engineering personnel examine bearing for wear. Above: Members of engineering gang test sample of boiler feed water in oil shack.





ON THE ALERT—Alarm sounds on fire alarm switchboard in damage control center. Below: MM repairs one of Coral Sea's high pressure compressors.



BIG DEAL—Engineers perform major repair job and get broken shaft turning.



fice for assignment to specific billets. They are interviewed and distributed among the five divisions of the department: "A" (Auxiliary Machinery), "B" (Boilers), "E" (Electrical Systems), "M" (Main Engines), and "R" (Repair).

The 80 to 85 non-rated men who are members of "B" Division perform the most typical duties of the fireman rating.

"B" Division takes care of eight boilers weighing 72 tons apiece and requiring 1500 pounds of tools and 23,400 pounds of spare parts for normal maintenance and repairs.

External dimensions of a boiler are 21 and a half feet, by 17 feet, by 11 feet. It is lined with bricks that can withstand up to 3000 degrees Fahrenheit and is encased in stainless steel. A single boiler can produce 153,600 pounds of steam per hour for full power and can produce additional pounds for battle.

INSPECTORS from the Navy Boiler and Turbine Laboratory at Philadelphia, Pa., have repeatedly commended this ship's Engineering Department for having "one of the best" operated and maintained boiler systems in the Navy.

In "B" Division, newly assigned FAs start out as messengers on watch and as general handymen during their work day. Their watches are normally scheduled in a continuous series of four hours on and eight hours off watch. They ordinarily work another eight hours out of every 24-hour period at a variety of assigned tasks, in addition to standing watches.

Boiler room messengers seldom carry messages. Primarily they make hourly rounds to check the gauges and instruments in the boiler room and then enter these readings in a log. During each watch they also clean the 11 burners of the boiler, which rapidly accumulate carbon.

Working between his messenger watches, the fireman apprentice is gradually indoctrinated and trained to perform cleaning duties, routine maintenance, and basic repairs in the same spaces where he stands watches. In addition, he will have a regular assignment for general quarters—probably as a member of a damage control or repair party.

PERHAPS he will become one of those described by some as a "special breed of cat," a man who soon develops a deep sense of pride

and accomplishment in operating heavy machinery under conditions that would seem frustrating—if not impossible—to other people.

He is the type of man who finds satisfaction in the hard and challenging work, in coping with difficult mechanical problems, and in getting used to the pounding rhythm of massive machines.

He is able to endure the discomfort of 120-degree heat, or more; he knows how to dodge the occasional drippings of what can be blistering hot water; he copes with distracting noise from forced draft blowers, and the relative confinement of working in spaces below decks.

Always, he takes pride in tackling the tasks that are too tough for many men.

From standing messenger watches, firemen usually progress to the boiler checkman watch (feeding the boiler with water, which is so important that even a few seconds' lapse of attention at a crucial time could result in very serious damage), or to the burnerman watch, during which he controls the firing of the boiler under the supervision of the petty officer of the watch.

THE FIREMEN develops a healthy respect for the hazards of his work from the first moment he enters a boiler room. There is, for instance, the danger of working around superheated steam (850 degrees Fahrenheit). This steam is invisible and can cut almost like a knife if the uninitiated come too



SNIPES AT WORK—Hammer and chisel are brought into action during repairs. *Right:* "E" Division fireman parallels ship's service turbogenerator in fireroom.



close to a leaking valve fitting.

Next to "B" Division, fireman duties are more typical in "M" Division where there are also messenger watches and an array of instruments and gauges which must be regularly monitored. As they became more experienced, non-rated engineering personnel will be assigned to throttle watches on the main engines and take physical control of the 37,500-horsepower turbines.

Although the engineering ratings require demanding duties, there are compensations in terms of excellent technical training schools for those who qualify, in the usually wide-

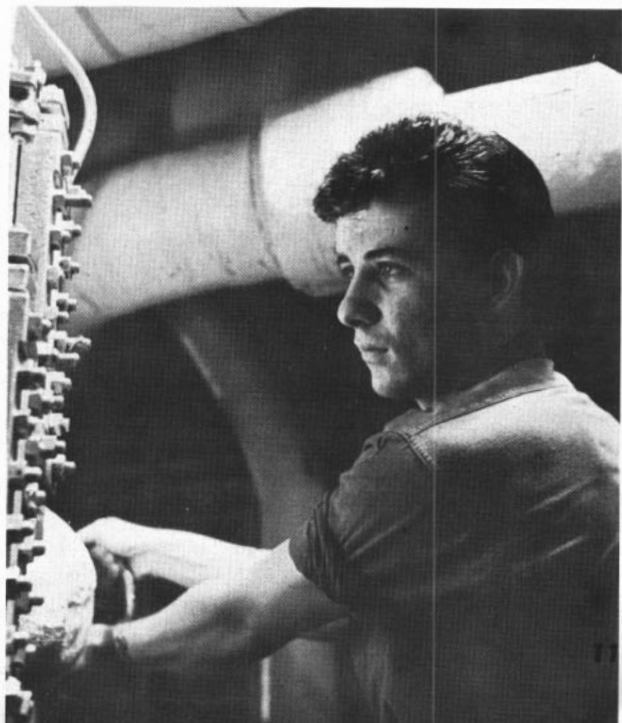
open opportunities for advancement in rating, and in the clear-cut path of advancement through senior petty officer rates to warrant officer and commissioned officer appointments.

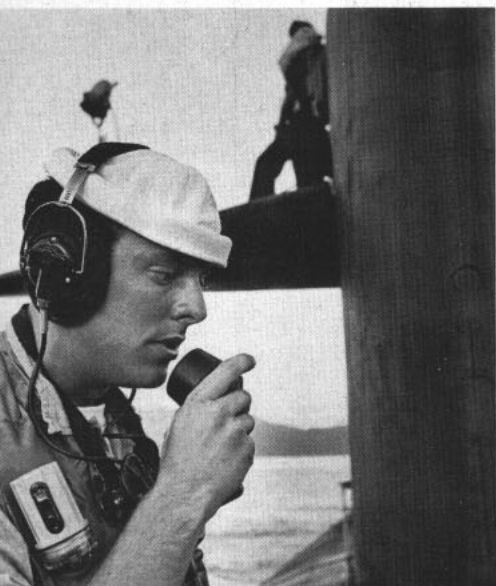
To each his own job—this is what gives the sea service a degree of variety you will find nowhere else in the world. Though few of the deck rates and airdales would want to work below decks, neither would most of the snipes want to handle lines or push planes.

Here's a very special salute to the snipes who turn up the steam and keep the Fleet on the move.—

—W. R. Green, JOC, USN

A GOOD TURN—Snipe opens stops on a main steam line. *Right:* Boiler checkman puts a trained eye on the gauges.





TOPSIDE—Mike Wood serves as phone talker while leaving port. Rt: Division officer gives "walk-through" quals.



Silver Dolphins—

WHERE DOES the air for the after group originate? How does the emergency blow system work? Where is the override for the forward group located?"

Questions such as these were popping one after another from the board of expert submariners aboard the nuclear-powered submarine *USS Plunger* (SSN 595), as the ship ran far beneath the surface of the Western Pacific. The board consisted of two officers and two chiefs.

Slow, deliberate answers were given by the 20-year-old sailor at

the end of the table. His young face was showing the strain of the three-hour session.

Sonar Technician Seaman Mike Wood was going through the final phase of qualification as a submariner—his oral examination.

In the past months Wood had often missed sleep, studying through his eight-hour off-duty periods. He had made countless tours of the submarine, learning the location and use of important valves, switches and systems.

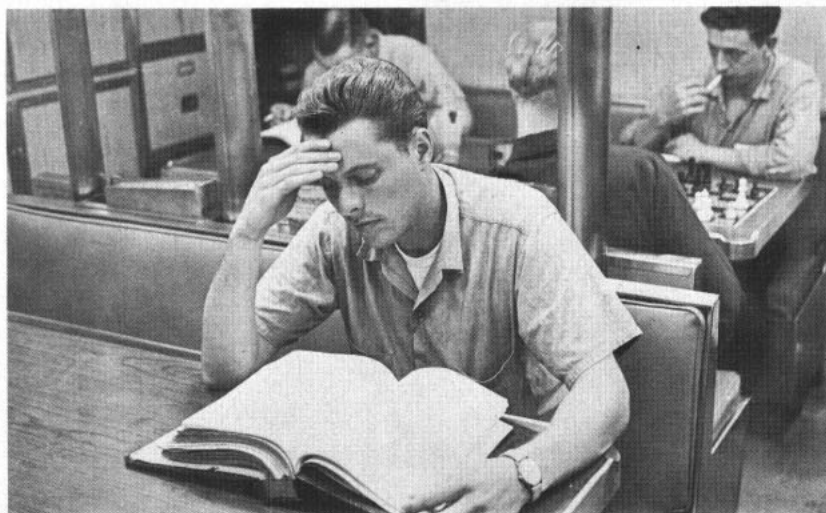
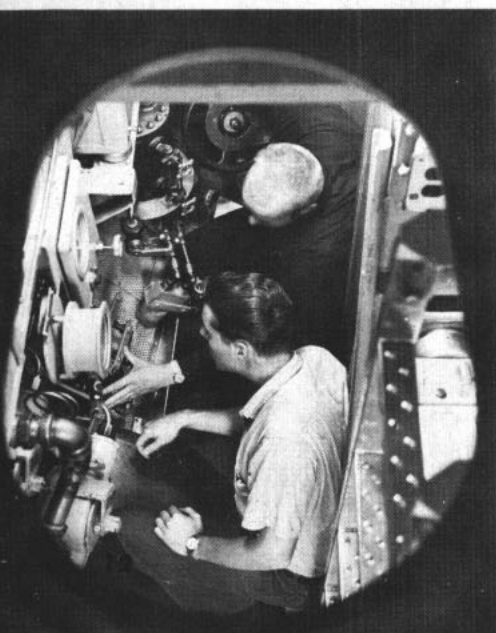
Many times while the ship was

in port, Wood saw his shipmates, their silver dolphins gleaming, leave for liberty as he went through another study session.

Weeks before the final qualifications board convened, Wood demonstrated his proficiency to petty officer specialists in each of the ship's departments. On a "walk-through" tour of the submarine with his division officer, he proved his ability to carry out orders in any part of the ship.

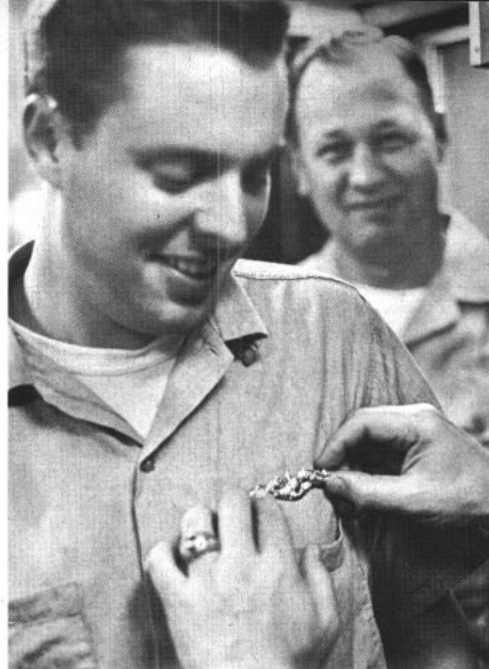
Then, after the allotted seven months, Wood was before the quali-

IN THE HOLE—Shipmate teaches Wood to operate submarine's trim valves. Rt: Technical manuals must be memorized.





FINALS—Oral examination is hardest part of qualification. *Rt:* Mike Wood receives dolphins in informal ceremony.



Deep-sea Diploma

fication board for the final test.

This qualification program, one of the most comprehensive of all military training curricula, is especially necessary on submarines, where a wrong move or misunderstood order could lose the ship.

"We don't expect a man to save the ship singlehandedly," says *Plunger's* executive officer, LCDR Dave Hinkle, "but we do expect him to react immediately and accurately in an emergency." And so it is with all submariners.

The qualifications syllabus is

finished now for Mike Wood, just as it eventually finishes for all wearers of the dolphins. A great weight has been lifted from his shoulders.

The day nearly every submariner considers the happiest of his life came for Mike Wood on 8 Dec 1965. On that day *Plunger's* commanding officer, CDR Robert T. Styer, pinned silver dolphins on Wood's chest.

But, though the tests are over, the learning will continue. Through future drills and actual emergencies, the bits and pieces of knowledge

will find their practical places in Wood's life aboard the submarine.

And day by day, another young submariner will become better qualified to serve his ship and his country.

—Story and photos by James F. Falk, JOC, USN

DEPARTMENT PO helps Wood complete basic qualifications in preparation for final oral examination.

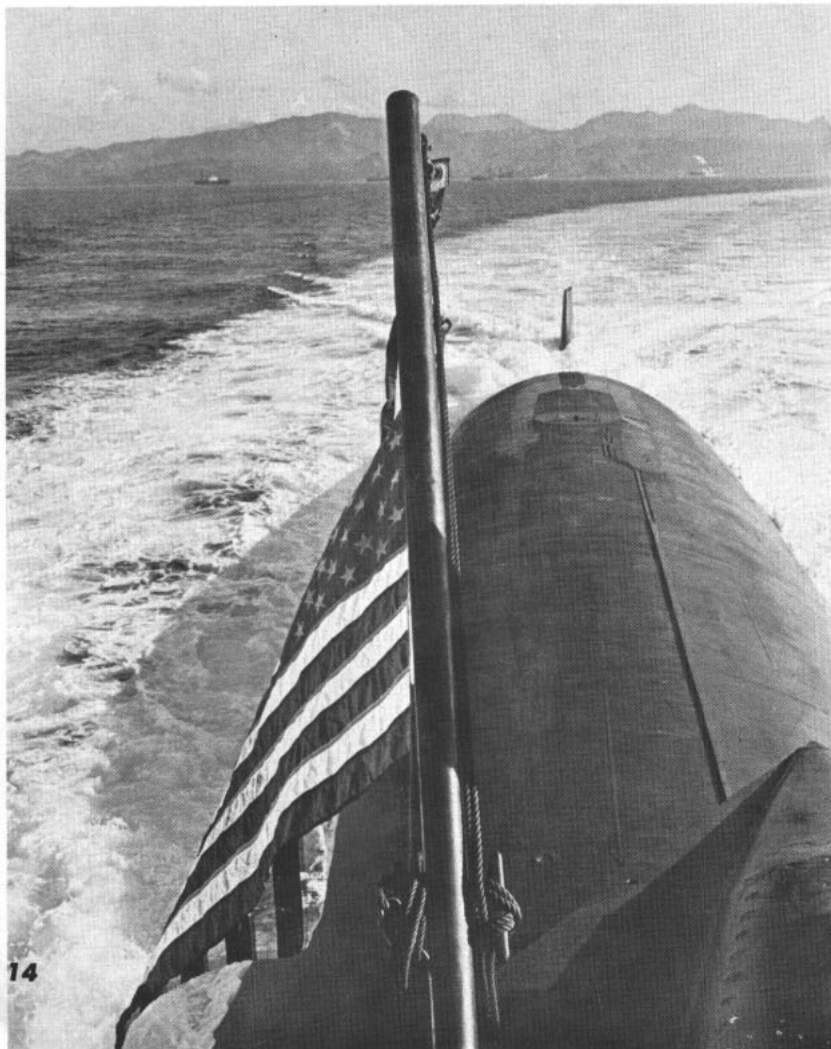
THUMBS UP—Division Officer tests Wood on knowledge of sub's systems.



Out Yonder



FORE AND AFT—Nuclear powered *Plunger* (SSN 595) heads for patrol.



MANY CHANGES have been made in ships of the Silent Service since President Theodore Roosevelt took a ride on the *uss Plunger* (SS 2). That was in 1905.

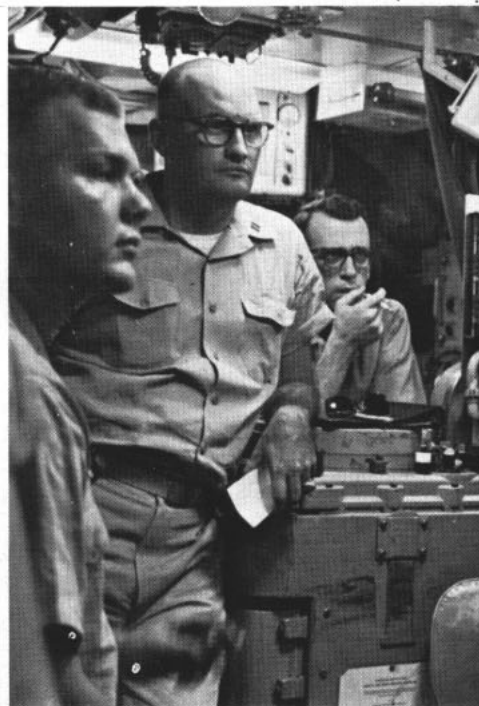
Today, another *uss Plunger* is operating with our submarine force, the third ship named in commemoration of the first submarine authorized for the U. S. Navy. Her hull number is SSN 595 and she is operating in the Western Pacific.

The modern day *Plunger*, at 278 feet, is nearly four and a half times longer than her ancient namesake. Her 4400-ton displacement makes her more than 41 times heavier and her crew is nearly 20 times larger than the one officer and six sailors who went to sea in the SS 2 *Plunger* of 1905.

But the biggest difference is in the power plant. Instead of batteries, which permitted the old *Plunger* to stay submerged for a few hours, the SSN 595 is powered by a nuclear reactor plant. She is a member of the Navy's growing nuclear-powered fleet.

Today's *Plunger* is a true submarine, more at home submerged than on the surface. Whereas con-

ALL EYES are on gauges as sub dives.



ALL HANDS

and Way Down Under

ventional, diesel-powered subs must use batteries below snorkel depth, nuclear-powered subs can operate faster below the surface than on top.

"The fundamental difference between our nuclear sub and the conventional types is the source of power," says a member of her crew. "Conventional subs use electrical current from diesel generators or batteries to drive the screw; we use heat from the reactor," he explained.

DESIGNED TO HUNT and kill an enemy, this three-and-one-half-year-old fast attack submarine incorporates the most sophisticated underwater detection equipment with the most silently running hull ever designed.

Not only is she a formidable foe for surface ships. Her advanced sonar equipment, and ability to fire the newest submarine weapons also make her a most effective weapon against other submarines.

Along with changes in design and equipment have come improvements for the crew. With the entrance of nuclear power, the days of sponge baths and the smell of diesel fuel are bowing out of the picture.

Plunger's reactor provides additional power to keep the evaporator units turning salt water into fresh. "Navy showers"—get wet, turn off water, soap down and rinse off—are in, as they are on surface ships, but it's a far cry from the old once-a-day sponge bath.

Below-deck spaces have changed too. Imitation mahogany paneling on the bulkheads, white tiled decks and soundproof ceilings show the hand of a professional interior decorator.

But behind and underneath these unnautical surroundings lies the apparatus of a killer submarine. Silver handles open a mahogany panel concealing life-saving oxygen equipment; a section of white tile covers important valves.

These decorations are more practical than frilly. For example, the paneling is fireproof and doesn't require oxygen-eating paint, the soundproof overheads help in silent running and the white tile reflects light, giving the ship a better interior appearance. And it's all a factor contributing to morale.

Morale is important on these submarines, which can carry a 90-day

supply of food and may be directed to operate submerged for a month or more. The men can take it, though. That was determined in submarine school where every submariner is required to undergo numerous psychological tests before being assigned.

AS MUCH AS SPACE will allow, recreation is provided to take up spare time—movies, card games, chess, weight-lifting. The big underway event is the *Plunger* Saturday night hootenanny started in September.

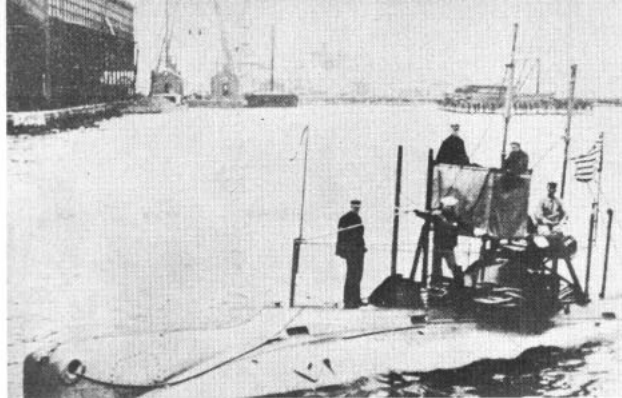
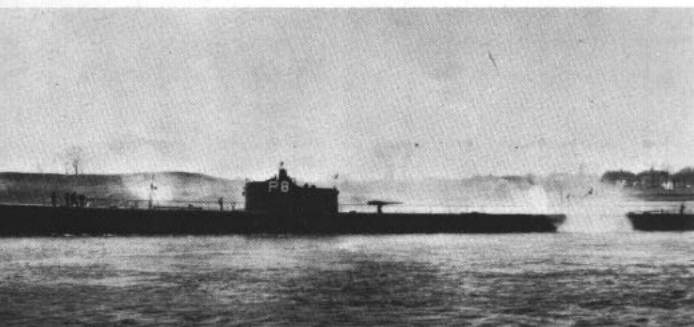
"We thought it was a pretty phony idea at first," said one of the crewmen. "But now most of us complain if our hootenanny is canceled for some reason."

Probably the biggest factor in keeping men happy is good food. Submarines are traditionally good feeders, and *Plunger* is a prime example. The family-style tables of her crew's mess are often covered with dishes of juicy steak, lobster tail, steamed shrimp, fresh salad, ice cream and pastries from her small bake shop.

Modern methods of cleaning car-

FUN TIME—*Plunger's* Saturday night hootenanny is a big event while sub is on patrol that might last 90 days.





PAST PLUNGERS—SS-179, commissioned in 1936 has quite a war record. *Rt: Plunger (SS 2) served from 1905 to 1913.*

bon dioxide from the ship's locked-in air and maintaining a controlled atmosphere of 74 degrees, 50 per cent relative humidity, make *Plunger* a healthy place to live.

"It's really more healthy down here than on the surface," said Hospital Corpsman First Class Ralph Smith. "Almost the only time we catch colds or get sore throats is when we surface and pull into port," he continued.

THERE IS LITTLE difference between steaming on the surface and cruising at 400 feet. Diving or surfacing causes a sensation similar to climbing or diving in an aircraft, but without the accompanying pressure changes. The ship's constant pressure takes care of this.

All the reality of this being a working submarine hits home, though, as one enters the control room. Here is the nerve center.

An antisubmarine exercise is being conducted. This time *Plunger* is the hunted. On the surface two destroyers are operating with antisubmarine helicopters and fixed-winged aircraft to find and attack the sub.

In the eerie red and blue light of computers and control panels, the watch section carries out orders as an integrated unit.

Pings, gurgles and whooshes from the surface ships and aircraft are relayed to control by sonar equipment. Occasional interruptions come from the loudspeaker as a sonar technician identifies the action above—"tin can closing at 5000 yards—S2-D (aircraft) crossing aft."

Above these noises and the muffled consultations of watchstanders, come the clear orders for evasive moves from Commander Robert Styer, *Plunger's* skipper.

"Change to course 095."

"095, aye, sir," answers the helmsman as the gyrocompass lines up.

"Dive to 300 feet."

"300 feet, aye, sir," calls out the fairwater-planesman, centering his aircraft-type control stick.

Soon the exercise calls for *Plunger* to make an attack. Fire control technicians man computer consoles in the control room. Information on range and bearing from sonar is dialed in to be relayed to simulated weapons below in the torpedo room.

It was an exercise, but everything was real, short of firing live torpedoes and dropping real depth charges.

Exercises such as this are just another step in sharpening the proficiency of submariners, among the most highly trained of all military men. Many of *Plunger's* crewmembers have graduated from specialty school courses lasting up to 24 months. All of them have qualified as submariners or are working on the syllabus which will qualify them for the coveted dolphins.

This qualification program has been described as the most comprehensive in the military. In nine months a man must learn every valve, every circuit, every system in his submarine. And since each sub is a little different, a man must requalify in each sub to which he subsequently transfers.

Many changes have been made in ships of the Silent Service—and many changes are ahead. Ships and men of the U. S. Navy will continue to advance as they serve to keep open the Free World sealanes.

—J. F. Falk, JOC, USN

LIVING IT UP BELOW—Crew enjoys hearty meal served family style. *Rt: Berthing is big improvement over older subs.*



ALL HANDS



Plane Captain watches his plane launched.



Airman Leroy Arrington helps pilot get seated.

On the Job Round-the-Clock

THE DAY BEGINS for Airman Leroy Arrington with the blare of the carrier's IMC calling all hands to flight quarters stations. Arrington is a plane captain aboard *USS Constellation* (CVA 64), presently operating off the coast of Vietnam.

The plane he tends is number 304, an A-4C *Skyhawk* of Attack Squadron 153. His job, in general terms, is to see that the plane is ready for combat action whenever it's needed. It's a big responsibility.

During combat operations, Arrington checks out the plane before each mission, then again when it has returned to the carrier. The phrase "checks out," however, gains a lot in translation.

Explaining in more specific terms what is involved in his job, Arrington draws a breath. "I check tire pressure, hydraulic pressure on the wing flap and tail hook systems, test out lighting systems, make sure the bird is properly fueled for the next flight . . ." A minute later, he finishes with ". . . clean the cockpit and canopy, and check the brake linings."

He also checks for loose rivets, body damage, fuel and hydraulic leaks, and tire wear. He notes all the items in a maintenance record book.

Sometimes his bird is down with problems. Perhaps a generator is out, or a piece of electrical gear needs tuning. When this happens the plane is moved to the hangar deck where the squadron's maintenance technicians go to work.

These days on the line are long

for Arrington. They often start before dawn and last into the night.

AS HE WALKS toward his plane in the pre-dawn dark of the flight deck, he is already mentally checking the plane, and gives it a complete inspection when he arrives.

He may spend an hour washing the aircraft. Most of his morning is spent fussing over his bird, making sure that it is ready when it's called for.

Flight operations are still an hour and a half away, so he stretches out on the wing to grab a short nap. Sleep is where Arrington finds it, be it on a wing, in the plane captain's shack, or in his bunk when flight quarters are secured—often late at night.

The nap doesn't last long, as the sun begins to rise, and the IMC blares again: "Pilots, man your planes." The launch time has come.

Arrington puts a ladder in place and the pilot climbs up into the cockpit. Next a starting truck arrives to ignite the big turbo-jet engine.

Once the engine is started, Arrington again checks for any apparent problems, such as fuel leaks. He signals the pilot to test rudder, trim tabs, lights, and ailerons.

Soon a plane director takes over to move the plane up to a catapult for launch. Arrington removes the chain tie-downs and wheel chocks, gives the pilot a salute to indicate all is OK, and watches the plane taxi to the cats to be launched.

Arrington relaxes. He is now free

until the plane returns, perhaps in an hour, sometimes longer. He can grab a bite to eat, shop at the ship's store, watch TV in the plane captain's shack, or catch another nap.

As soon as the planes return, Arrington grabs his set of tie-down chains, and hurries toward his plane as it taxis into position on the flight deck. He's eager to greet the pilot, and begin checking out his bird all over again.

—Story and photos by Tony Boom, JO2, USN

Arrington calls for a wing flap test.



Plane Captain tightens tie-down chains.





Rating denotes occupational specialty. Signalman and fire control technician are ratings.

PRIMER ON NAVY

BEFORE YOU ENTERED the Navy, or perhaps soon after, you chose a Navy specialty. Since then your life as a serviceman has been greatly influenced by your decision. The rating structure—and your chosen place in it—is the basis of your career.

In July ALL HANDS featured a pictorial review of rating groups one, two, five and seven. The accompanying article explained briefly the principles and uses of the rating structure. This month, on the following pages, you will find a breakdown of Navy occupations in the remaining groups.

Despite its many uses, the rating structure is remarkably simple. "Streamlined" is the official term, and the Bureau of Naval Personnel goes to great lengths to keep it that way. As one result, a general understanding of the system requires only a basic knowledge of a relatively few concepts.

How much do you know about ratings? Test yourself with the commonly-asked questions below. The answers have been supplied by appropriate BuPers sections.

What is a rating?

Rating denotes an occupational specialty. Boatswain's mate, machine accountant and yeoman are ratings.

What is a rate?

Rate is a pay grade. E-4 is a rate, as is PO1 (E-6) and CPO (E-7). Rate also identifies personnel by pay grade—BM3, for example.

What is a general rating?

The term "general rating" describes any one of the Navy's major enlisted categories. A general rating is composed of a wide variety of related subspecialties, and is of a broad enough scope to provide generalization in the upper pay grades.

At present there are 66 (AS is the most recent) gen-

eral ratings. Examples are postal clerk, electrician's mate and gunner's mate.

What is a general rate?

The categories below petty officer level (pay grades E-1, E-2 and E-3 of SN, FN, CN, AN, HN, DN and TN) are classified as general rates. General rates should not be confused with general ratings (see above).

What is a service rating?

Service ratings are specialized categories within a general rating. Service ratings are usually, though not always, confined to the lower pay grades.

Service ratings are most common in the technical skills. They allow the junior Navyman to master one segment of a complex rating, then gradually achieve proficiency in the entire family of related skills.

For example, pay grades E-4 and E-5 of the electronics technician (ET) rating have two service ratings: electronics technician, communications (ETN) and electronics technician, radar (ETR). Thus, second and third class ETs are allowed to specialize.

Before being advanced to ET1, however, a second class electronics technician must be proficient in both radar and communications. The first class examination includes questions on the over-all rating.

What is an emergency rating?

Emergency ratings are skills which are required during time of war or national emergency, but not during peacetime. In the past, especially during World War II, they were numerous. Today the only emergency rating is ESK, telecommunications censorship technician.

What is rating compression?

Rating compression is the combination of certain general ratings in pay grades E-8 and E-9. It is essen-



Definition of the term "critical rating" can mean one of several things to a Navyman.

RATINGS

tially the opposite of service ratings; men in lower pay grades may specialize, but as they attain the senior enlisted grades they must generalize and assume supervisory responsibility for a wider range of skills.

Men who advance to a compressed level retain their original rating badge and, of course, remain most technically proficient in their chosen skill. Their relations with men in other skills are primarily supervisory.

An example of rating compression exists in the general ratings of ship's servicemen, storekeeper and aviation storekeeper. When advancing to senior chief petty officer the ship's serviceman remains a ship's serviceman, but both storekeepers become senior chief storekeepers—the aviation designation is dropped.

When advancing to E-9, the remaining two ratings combine. Men from all three ratings are storekeepers at the master chief level.

Not all general ratings, of course, lend themselves to rating compression. For the complete word see ALL HANDS, October 1964, pages 32 through 34.

What are rating entry NECs?

The rating entry naval enlisted classification is an administrative label which identifies qualifications not shown by apprentice rates (SA or SN, for example) alone. There is one code for each general and service rating and initial assignment is made during recruit training. They are used to code junior Navyman who are not yet identified strikers or who are in training for conversion in rating.

The code is dropped when the Navyman becomes rated or is striker-identified.

Rating entry NEC assignments are maintained by commands to reflect rating association with ratings in the activity allowance. Navyman who want to compete

(Continued on page 26)



Musician is bureau-controlled rating.

Grades below the PO level are general rates.



RATING ROUNDUP (Part Two)

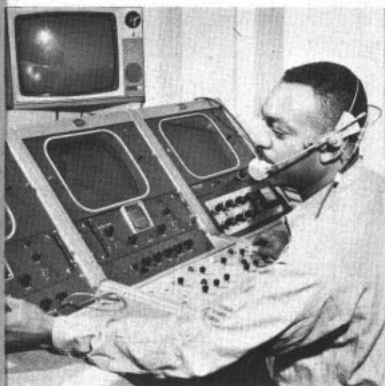
A Brief Description of Navy Skills

In a preceding issue (July 1966), ALL HANDS described a portion of the 66 Navy ratings. In it, those primarily concerned with four groups of occupations—deck, ordnance, administration and clerical, and engineering and hull—were discussed.

Here is the balance. Below you will find described the duties of those who specialize in electronics, precision equipment, construction, aviation, medical and dental, and the stewards, as well as lithographers, illustrators and musicians—all of whom are essential to the smooth, efficient operation of the Navy.



ELECTRONICS Group III



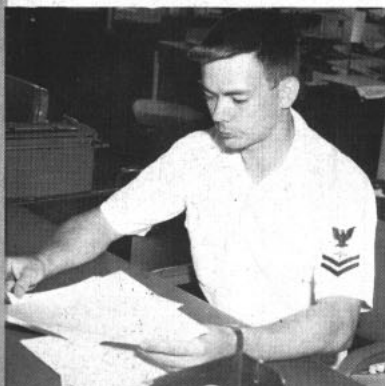
ELECTRONICS TECHNICIAN



ELECTRONICS TECHNICIAN (ET) Electronics Technicians maintain, repair and calibrate electronic equipment used for communication, detection, tracking, recognition and identification, aids to navigation, electronic countermeasures, and radiac.



DATA SYSTEMS TECHNICIAN (DS) Data Systems Technicians maintain electronic digital data systems and equipment; they inspect, test, calibrate and repair computers, tape units and related components as well as their test equipment.



DATA SYSTEMS TECHNICIAN

PRECISION EQUIPMENT Group IV

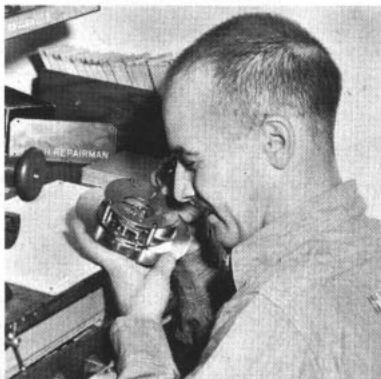


INSTRUMENTMAN (IM) Instrumentmen maintain, test, calibrate and repair gages, meters, clocks, typewriters, adding machines, etc., and repair mechanical parts of electrical instruments. Instrumentmen may be assigned to tenders, repair ships and shore stations.



OPTICALMAN (OM) Opticalmen maintain, repair, and overhaul optical devices such as binoculars, sextants, telescopes, submarine periscopes, rangefinders, optical gun sights, etc. This includes inspection, disassembly, repair, refinishing of parts and reassembly.

INSTRUMENTMAN



OPTICALMAN



MISCELLANEOUS Group VI



LITHOGRAPHER (LI) Lithographers perform administrative, supervisory, and mechanical duties required in Navy offset, lithography, and letterpress printing. They lay out and prepare camera copy; produce and strip negatives and positives; prepare lithographic plates; set type and prepare forms for printing; operate process cameras and bindery equipment; and make mechanical alignments and adjustments to equipment.



ILLUSTRATOR DRAFTSMAN (DM) Illustrator Draftsmen design and prepare drawings and illustrations for presentation and reproduction. They operate reproduction machines and prepare, edit and file ship and aircraft mechanical, electrical, electronic and machine drawings and blueprints. They make computations required for the performance of illustration drafting to cover general mathematics and geometry as well as edit and lay out photography.



MUSICIAN (MU) Musicians provide music as members of bands and orchestras for various functions and ceremonies in the interest of morale and public and foreign relations.

CONSTRUCTION Group VIII



BUILDER (BU) Builders plan, supervise and perform tasks required for construction, maintenance and repair of wood, concrete and masonry structures. They plan and direct the placement and flow of building materials and direct crews in the performance of carpentry, fabrication of concrete roadways, etc.

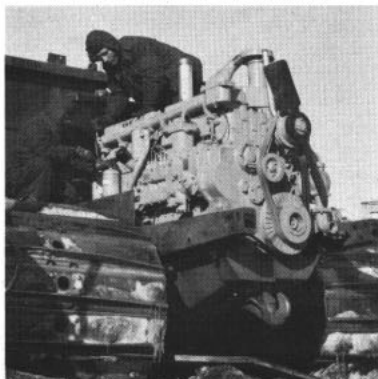


CONSTRUCTION ELECTRICIAN (CE) Construction Electricians plan, supervise and perform tasks required to install, operate and service electric generating and communication systems. They supervise activities of crews assigned to string, install and repair interior, overhead and underground cables, transformers, switchboards, etc., as well as train personnel in procedures and techniques.



CONSTRUCTION MECHANIC (CM) Construction Mechanics perform tasks involved in maintenance and repair of automotive, materials-handling and construction equipment. They assign and supervise activities of personnel who locate and correct malfunctions and issue parts and maintain records.

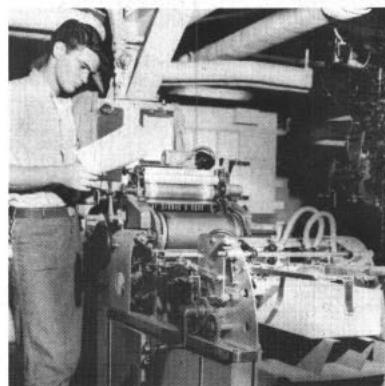
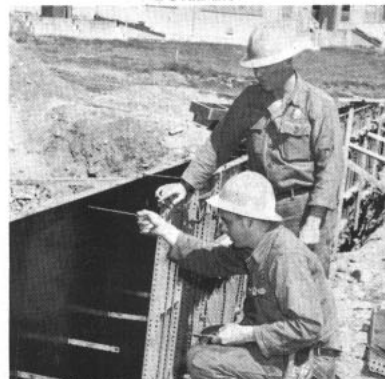
CONSTRUCTION MECHANIC



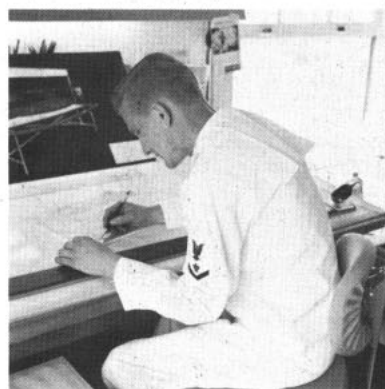
CONSTRUCTION ELECTRICIAN



MUSICIAN BUILDER



LITHOGRAPHER



ILLUSTRATOR DRAFTSMAN



CONSTRUCTION Group VIII (cont.)



ENGINEERING AID



ENGINEERING AID (EA) Engineering Aids plan, supervise and perform tasks required in construction surveying, drafting and quality control. They prepare progress reports, schedules, material and labor estimates and establish basic quality control systems. They also obtain field notes for conversion into topographic maps.



EQUIPMENT OPERATOR (EO) Equipment operators perform tasks involving the use of automotive, materials-handling and construction equipment. They coordinate efforts of crews in execution of construction, earthmoving, roadbuilding and paving assignments as well as maintain records on mobile and stationary equipment used.



EQUIPMENT OPERATOR



AEROGRAPHER'S MATE (AG) Aerographer's Mates observe, collect and analyze meteorological data for military use. They make visual and instrumental weather and sea condition observations, interpret weather codes and forecast sea and weather conditions.



AIR CONTROLMAN (AC) Air Controlmen perform air traffic control duties in control towers, radar centers, and air operations offices both ashore and afloat. They operate ground- and carrier-controlled approach systems, assist pilots in the preparation and processing of flight plans and clearances, and maintain current flight planning information and reference materials.



AVIATION ANTISUBMARINE WARFARE TECHNICIAN (AX) Aviation Antisubmarine Warfare Technicians inspect and maintain aircraft antisubmarine warfare systems and their related test equipment.



AEROGRAPHER'S MATE
AIR CONTROLMAN



AVIATION BOATSWAIN'S MATE (AB) Aviation Boatswain's Mates operate and maintain flight deck launching and recovery equipment. They handle aircraft on carriers, tenders, mooring and parking areas; service crash, firefighting and rescue equipment; and perform damage control duties. They also handle aviation fueling, lubricating oil and inert gas systems.

AVIATION ANTISUBMARINE WARFARE TECHNICIAN

AVIATION BOATSWAIN'S MATE





STEELWORKER (SW) Steelworkers plan, supervise and execute tasks directly related to fabrication, erection and dismantling of metal structures. They control site deployment of materials and equipment and train and drill personnel in safe and expeditious execution of fabrication tasks.



UTILITIESMAN (UT) Utilities men plan, supervise, and perform tasks as prescribed by drawings and specifications involved in installation and repair of heating, air-conditioning, steam, fuels and water distribution systems. They schedule and evaluate installation and operational tasks, procure and issue supplies and repair parties, maintain records, and train personnel in installation and repair techniques.

Group IX



AVIATION ELECTRICIAN'S MATE (AE) Aviation Electrician's Mates maintain aircraft electrical and instrument systems including power generation, components of aircraft controls, electrical starting systems, warning systems, automatic pilots, and related test equipment.



AVIATION ELECTRONICS TECHNICIAN (AT) Aviation Electronics Technicians inspect and maintain aviation electronic equipment (excluding ASW equipment) such as detection, identification, communications, navigation, target drone and pilotless aircraft equipment and its associated test components. They also operate airborne CIC equipment.



AVIATION FIRE CONTROL TECHNICIAN (AQ) Aviation Fire Control Technicians inspect and maintain aircraft armament control systems such as bomb director systems, fire control radars, computers, gyros, and their related equipment as well as air-launched guided missile test equipment.

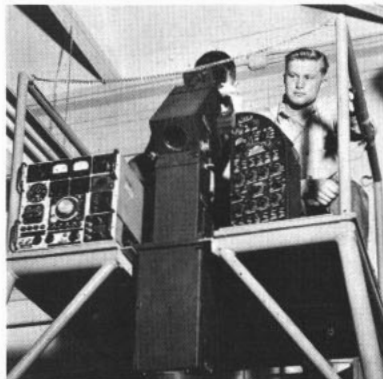


AVIATION MACHINIST'S MATE (AD) Aviation Machinist's Mates inspect, repair and maintain power plants and their related equipment in both reciprocating and jet-powered aircraft. They also prepare aircraft for flight and conduct periodic inspections and service procedures as well as supervise power plant shops.

AVIATION MACHINIST'S MATE



AVIATION FIRE CONTROL TECHNICIAN



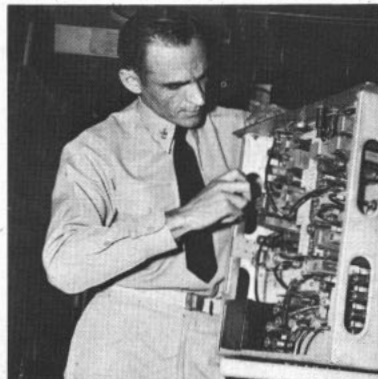
STEELWORKER



UTILITIESMAN



AVIATION ELECTRICIAN'S MATE
AVIATION ELECTRONICS TECHNICIAN



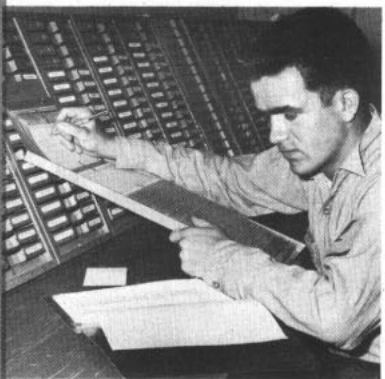
AVIATION Group IX (cont.)



**AVIATION MAINTENANCE
ADMINISTRATIONMAN**



AVIATION ORDNANCEMAN



AVIATION STOREKEEPER

AVIATION STRUCTURAL MECHANIC



AVIATION MAINTENANCE ADMINISTRATIONMAN (AZ) Aviation Maintenance Administrationmen perform administrative, management and clerical duties required in implementing and supporting the naval aircraft maintenance program.



AVIATION ORDNANCEMAN (AO) Aviation Ordnancemen maintain and repair aircraft armament and ordnance equipment, including towed targets, small arms, and handling components. They also fuze and load aircraft munitions, nuclear weapons, aerial mines and torpedoes. Their duties include testing, loading and assembly of air-launched guided missiles and the supervision of aviation ordnance facilities.



AVIATION STOREKEEPER (AK) Aviation Storekeepers store and issue aviation supplies and stocks of technical aviation items. They prepare and maintain records pertaining to stock control and make reports of excesses, shortages, or damages in their inventory.



AVIATION STRUCTURAL MECHANIC (AM) Aviation Structural Mechanics maintain and repair aircraft, airframe, and structural components, including movable surfaces and their hydraulic and pneumatic actuating systems. Their duties also include maintenance of air-conditioning, pressurization, oxygen, canopy and seat ejection systems as well as fabrication and repair of metallic and non-metallic materials.



AIRCREW SURVIVAL EQUIPMENTMAN (PR) Aircrew Survival Equipmentmen maintain and repair parachutes, survival equipment, and flight clothing and related equipment. They rig and pack parachutes, equip life rafts, maintain oxygen equipment, pressure suits, and test and repair safety belts and shoulder harnesses.



PHOTOGRAPHER'S MATE (PH) Photographer's Mates accomplish photographic work required by the Navy. They make pictorial records of historical and newsworthy events aboard ship and ashore. They also inspect and maintain cameras and associated equipment as well as maintain photographic files, records, and supplies.

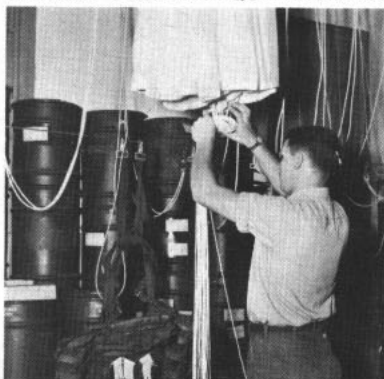


PHOTOGRAPHIC INTELLIGENCEMAN (PT) Photographic Intelligencemen identify and extract intelligence data from aerial, surface, and radarscope photography. They prepare materials for use in attack and reconnaissance mission planning. They also maintain and utilize intelligence files including maps, charts, plot sheets and photographic interpretation.

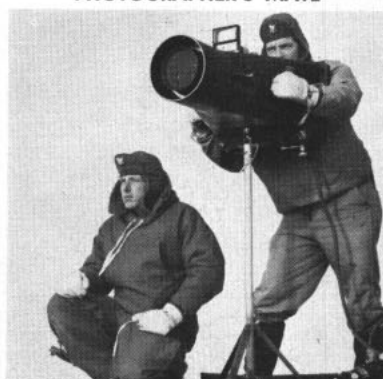


TRADEVMAN (TD) Tradevmen install, service and maintain training devices. They devise and construct audiovisual training aids and methods of simulating operational conditions of equipment. They act as operators of training devices used to maintain the proficiency of teams or individuals.

AIRCREW SURVIVAL EQUIPMENTMAN



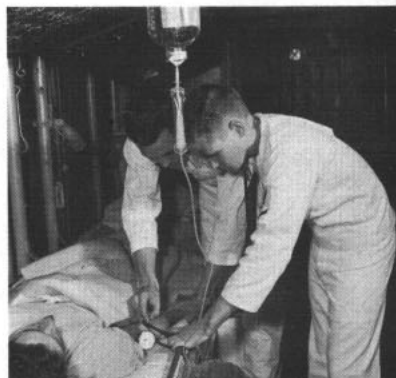
PHOTOGRAPHER'S MATE



MEDICAL Group X



HOSPITAL CORPSMAN (HM) Hospital Corpsmen perform duties as assistants in the prevention and treatment of disease and injuries and in the administration of medical departments ashore and afloat, and in the field with the Marine Corps. On small ships and stations not having a medical officer attached, Senior Hospital Corpsmen perform all the duties of the medical department, within the limitations of their professional competence.

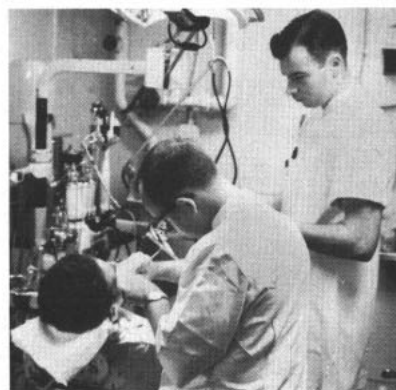


HOSPITAL CORPSMAN

DENTAL Group XI



DENTAL TECHNICIAN (DT) Dental Technicians perform clinical and administrative duties, assisting dental officers in treatment of patients, first aid, and oral prophylactic treatment under supervision. Dental Technicians may be qualified in dental prosthetic laboratory techniques and the maintenance and repair of dental equipment. They must also be prepared to assist in prevention and treatment of NBC warfare casualties.



DENTAL TECHNICIAN

STEWARD Group XII



STEWARD (SD) Stewards operate and manage commissioned officers' messes. They cook, bake, serve meals, prepare menus and order subsistence items. They maintain refrigerated spaces and assigned storerooms and maintain officers' living quarters as well as make records and keep books of financial transactions.



STEWARD

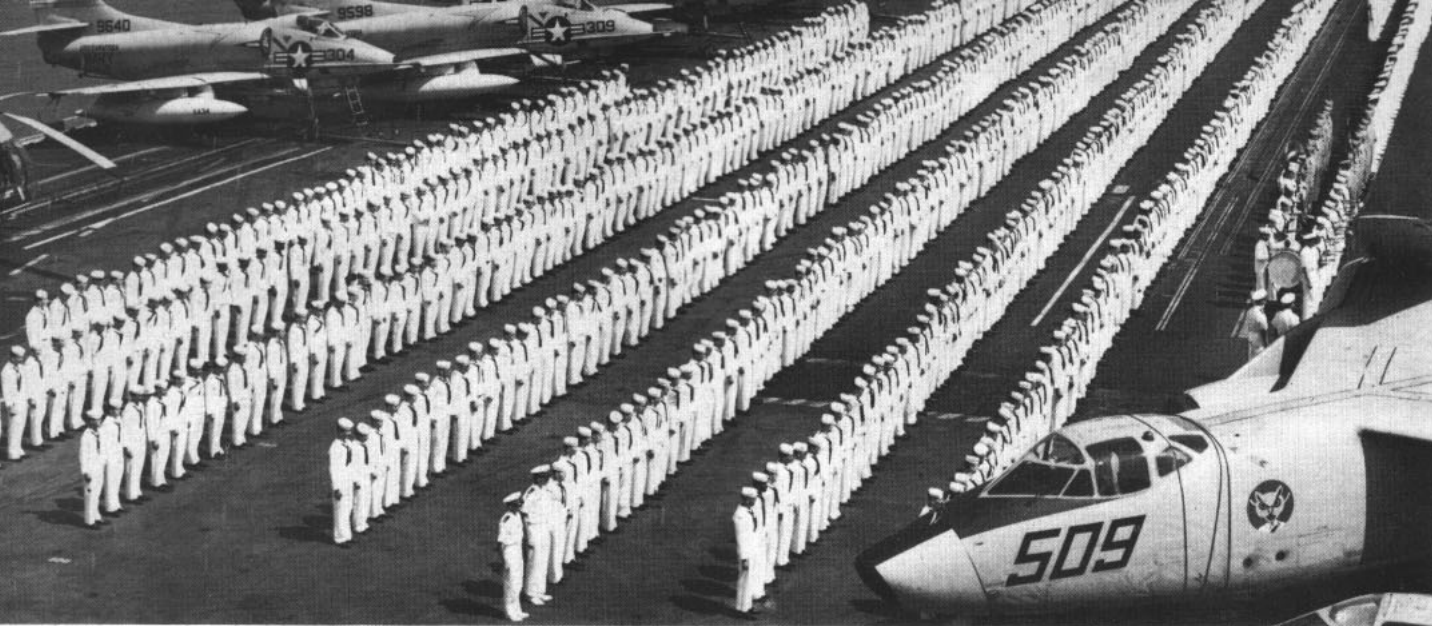
PHOTOGRAPHIC INTELLIGENCEMAN



TRADESMAN



***AVIATION SUPPORT EQUIPMENT TECHNICIAN (AS)**—Navy's newest rating specializes in maintenance and repair of equipment used in support of naval aircraft, such as jet engine starters, mobile power units, and cranes. (NOTE: First selections of personnel into this rating have just been made. See next issue.)



Ambitious EMs can find answers to advancement questions in one of two Navy directives.

(Continued from page 19)

for advancement to a rating must be identified with the corresponding rating entry NEC.

What is a bureau-controlled rating?

A bureau controlled rating (the phrase is unofficial) is one which is administered entirely by the Bureau of Naval Personnel, without reference to an enlisted distribution office. There are four: musician (MU), communications technician (CT), air controlman (AC) and aerographer's mate (AG).

In the case of CT, security considerations demand that orders be processed in a highly confidential manner. In the past, this was the responsibility of the office of CNO, but at present CTs receive their orders from a special section of BuPers.

The detailing of musicians, of course, entails few security problems. Navymen in the MU rating have diversified technical qualifications and degrees of ability with different musical instruments. As a result, detailers must have ready access to the MU service records, which are maintained in BuPers.

Air controlmen (AC) and aerographer's mates (AG) are detailed by BuPers due to the relatively small number of men in both ratings and the wide range of individual qualifications which must be carefully matched to the needs of each command.

Two ratings, machine accountant (MA) and tradesman (TD) are controlled by EPDOCONUS.

The unofficial phrase "bureau-controlled" rating is often confused with "BuPers 'B' billet" which is quite official. A "B" billet is a specific assignment controlled by a special detailer who has ready access to the master service record files.

Most Navy ratings have at least a few billets which fall into this category. Most assignments in Washington, D. C., are "B" billets, as are those with MAAGs and Missions.

Which publications explain advancement in rating procedures?

Ambitious enlisted men will find answers to the majority of their advancement questions in two Navy directives. The first is the *Manual of Qualifications for Advancement in Rating* (NavPers 18068 series). The second is *Advancement in Rating of Enlisted Personnel*

on Active Duty (BuPers Inst P1430.7 series). Both should be available in your personnel office.

The *Quals Manual* itemizes the prerequisites for advancement in each rate, rating and service rating. It is from the *Quals Manual* that the practical factors check-off sheet is taken, and it is used as a guide when the advancement examinations are composed.

The second publication, BuPers Inst P1430.7 series, explains in detail the advancement procedures and non-professional prerequisites. Eligibility requirements, examination procedures, and general requirements are included.

Another handy source of information is *Training Publications for Advancement in Rating* (NavPers 10052 series). It contains the bibliography for each rate and rating. The questions on your advancement examination will be taken directly from those publications listed for your rate and rating in NavPers 10052.

What is a critical rating?

The definition depends upon circumstances. The phrase has been used to describe so many rating categories it has become somewhat vague. As a result, BuPers program managers frequently prefer to use more descriptive phrases, such as "VRB rating," "pro pay rating," and "open rating."

The phrase "critical rating" originated several years ago when proficiency pay was introduced. At the time, it applied to specialties in which the training was lengthy and expensive, and which suffered severe shortages. For pro pay purposes, it still does.

If you're referring to the variable reenlistment bonus, however, the meaning changes slightly. The VRB eligibility (critical) list primarily reflects careerist shortages and is not the same as the pro pay list.

If you are a Reservist who wishes to enter on active duty and retain your present pay grade, a critical rating is synonymous with "open rating." Reserve Navymen who hold open ratings may transfer to the Regular Navy without reduction in pay grade.

Another "critical" list is maintained by the SCORE (Selective Conversion and Retention) people. This list includes the specialties to which men are urged to cross-rate.

—Jon Franklin, JO1, USN



FIRING SQUAD—Aceybhone men get .45-cal pistol training Rt: "Enemy" soldier is captured during field exercise.

Aceybhone Is Ready

THE MEN OF Amphibious Construction Battalion One, better known to themselves as Aceybhone, take their training seriously—enough so to carry on with a special military and combat training program to keep themselves always prepared.

A bootstrap training department has been established to meet the goals of the program.

Instructors are assigned to platoons for two-week periods. Each platoon follows a back-to-the-basics schedule, consisting of these topics:

- Drill with and without arms; physical fitness; personal hygiene in the field; Code of Conduct.

- The M-1 rifle—classroom training, care and cleaning, firing posi-

tions, sighting and aiming, snapping in, range safety and procedures, and firing from 200, 300 and 500 yards.

- Classroom training with the M-14 rifle, and firing demonstrations.

- Classroom training and firing of the .45-cal service pistol.

- MK-11 and M-26 hand grenades; lecture and application. Booby traps.

- Function of the platoon; company, platoon and squad defense tactics; day and night combat reconnaissance patrolling; guerrilla warfare; escape and evasion; cover and concealment.

- Use of protective masks; 782 gear.

When the platoons finish this two-

week course, they are sent to a one-week survival course at Fleet Airborne Electronics Training Unit, Pacific, located at North Island Naval Air Station.

After several platoons have completed the three weeks of training, they are assembled into a company to embark on a bivouac, where practical problems and mock aggressors give the men field experience. Actual experiences of deployed detachments of the battalion are used to round out the course.

In addition, an advanced course is now being prepared. As you can see Aceybhone is working hard on the job of providing more effective, more knowledgeable units.

PLATOON IS READY for inspection before day's activities. Rt: Aceybhone sailors are trained on an obstacle course.





CARRIER KIDS—Former crewmember of *USS Hancock*, CWO H. Jorgensen, presents gifts. *Rt: Ceremonies at school.*

Hancock Spends a Day at School

IT ALL STARTED when a tattered and battered package was received aboard *USS Hancock*, (CVA 19), operating off Vietnam. The package was addressed: The U.S. Navy, c/o General William C. Westmoreland, Vietnam.

It came from Miss Burns' Second Grade, Oak Ridge School, Sacramento, Calif.

Opening the package, the ship's chaplain, Lieutenant Commander David W. Plank, found 24 grease-crayon drawings and 19 oversize letters prepared by the second-graders.

The package also contained an outpouring of affection and appreciation for the men of the U. S. Navy.

Typical of the letters—from seven- and eight-year-olds—were the following:

"Thank you for fighting for our classroom and country."

"I am praying for you. I am crying for you. Please come back."

"My mother went to the hospital. Do you have a brother?"

Captain James C. Donaldson, Jr., the commanding officer, had the

letters and drawings exhibited in *Hancock's* library. The exhibit made a big hit with crewmembers. The suggestion was made to hold a contest to determine the best letters and drawings, and to let the children know that they appreciated their thoughts and expressions of concern.

A message was sent to Commander Western Sea Frontier, Rear Admiral John McNay Taylor, USN, requesting that he act in behalf of the officers and men of *Hancock* in arranging for a suitable presentation of prizes, and mementos to the children of Oak Ridge School. The principal, Robert Luther, scheduled an assembly of the student body.

Four hundred youngsters and teachers met in the school auditorium with the Navy visitors, headed by COMWESTSEAFRON. Representing *Hancock* was Chief Warrant Officer Herbert Jorgensen, official spokesman for the ship, who had just returned to the United States. Lieutenant Theodore Wolf, Assistant Electronics Officer, and 20 wives of *Hancock* crewmembers also represented the ship.

Following the traditional pledge of allegiance to the flag and singing of the National Anthem, the entire school honored the visitors with "Anchors Aweigh." Chief Warrant Officer Jorgensen described to the children what life was like aboard *Hancock* and told them the thoughtfulness of Oak Ridge School was a real boost to the crew. Prizes and mementos were awarded to children of the second grade. Miss Mary K. Burns, the teacher whose class provided the art display, was presented a certificate of appreciation and a *Hancock* baseball cap. The principal accepted from RADM Taylor an oil painting of *Hancock* which will be hung in the main hall.

Later, one Navy wife who attended the ceremony wrote her husband, "... I hope you can convey to some of the men what a real service they have done. They have touched the hearts of the children and helped instill in them pride in their country and in their fighting men. The wives were touched, too, and proud of their men and *Hancock* and the Navy."

ACROSS THE SEA—Package from schoolchildren won hearts of carriermen aboard *USS Hancock* serving in Vietnam.



LETTERS TO THE EDITOR

Constructive Time Again

SIR: Would you please clarify the latest ruling on constructive time? I read in the *BuPers Manual* not too long ago that after 20 years of active service, constructive time could be counted for pay purposes when transferring to the Fleet Reserve.

I read the *Manual* again recently, and it appears that taking advantage of the three months' early discharge provision has been for naught.

Here's my problem. I intend to leave active duty on 26 years, for pay purposes. Without counting constructive time, I will have 25-06-01 active service on 2 Jul 1969. However, if I can count constructive time for pay purposes, as well as in the multiplier factor, I will have a combined active duty/constructive time credit of 25-06-01 on 7 Jul 1968, almost a year earlier.

For which date do I submit my papers in order to be paid for 26?—D. P. J., ATC, USN.

• Sorry, Chief, you'll have to put in that other year, if you want to receive retainer pay computed with a basic pay for over 26.

As you probably know, the formula for computing retainer pay is two and one-half per cent multiplied by years of active service multiplied by the basic pay for your rate and years served.

Constructive time may be counted for the multiplier factor. It cannot be counted for basic pay.

Actually, the "BuPers Manual" has never stated that you could. You may have misinterpreted the pertinent article.

Has it all been for naught? Not really. Based on the information you gave us, and assuming you will transfer to the Fleet Reserve as an E-7, your year of constructive time will make a difference of \$13.22 per month in retainer pay.

That adds up to \$158.64 a year, and if that still doesn't look like much to you, multiply that amount by the number of years you will probably draw retainer pay. That will buy a lot of bait, Chief.—Ed.

Authentication Signature

SIR: In the October 1963 issue you published a statement that no enlisted man could be authorized to sign correspondence by direction. Is the same true of authentication for instructions and notices?

According to the revised *Correspondence Manual* (SecNavInst 5216.5A) copies of correspondence may be authenticated by an "official delegated responsibility for authentication."

Whether or not an enlisted man could

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

be delegated such responsibility would seem to depend upon the definition of "official."—G. D. E., LTJG, USN.

• It does. The official definition of "official" as used in the official "Correspondence Manual" does not include enlisted men. In this instance an official must be a commissioned officer or, in some cases, a civilian.

As a practical matter the question will seldom arise, as authentication is all but an anachronism. The need has diminished with the development of modern reproduction methods.

Originally, documents would be signed by the originating authority and then, if more copies were needed, a stencil would be typed. Rather than have the original authority resign the communication in its stencil form, it would be authenticated as a true copy by a designated officer.

With the development of office duplicating equipment which will copy original documents, including signatures, authentication is seldom necessary.—Ed.

Young and Fast, But Not Fast Enough

SIR: I made PO1 in five years and nine months, five days short of my 24th birthday. My friends say that's pretty fast, and pretty young, too. Is either a record?—N. R. A., SK1, USN.

SIR: I challenge the age of the youngest PO1. I entered the Navy 14 Jul 1943 as Apprentice Seaman, and made YN1 on 2 Mar 1946, 20 days before my 20th birthday.—J. D. D., SCLK, USN.

• When ALL HANDS receives a letter making a claim for the first, most, or best, we usually check it out around the office before throwing it to the wolves in the Fleet to pounce on. It didn't take long to shoot these two down.

The first claim was quickly brushed off by the journalists on the news desk. Two of the three on the desk made PO1 in less than five years and nine months, and one of those two was 23 years young at the time.

Now, hold on, claim jumpers, we're not saying that's any kind of record. We know better. It's just an example to show how easy it was to beat the stated time.

It merely took a quick look at a couple of old issues of ALL HANDS to beat the second claim. Seems that Edward E. Kemp, YNC, USN, made PO1 when he was 17 years, seven months, and 12 days old. (ALL HANDS, February 1962).

Incidentally, if you decide that some-

FENDERS DOWN—Alstede (AF 48) prepares for underway replenishment ops.





FRIGATE CREW mans the rail as William H. Standley (DLG 32) is commissioned.

thing your ship or a friend has done is a record that can't be beaten, it would behoove you to look over a few back issues yourself, before submitting it to the magazine.—Ed.

The Swap Desk Is for Real

SIR: I can't find any information aboard my ship regarding the "swap desk" at the Bureau of Naval Personnel. Is it still operating? How does it work? —R. H. B., CS1, USN.

• Yes, the swap desk is still operating, and it looks as if it will continue for some time to come.

As for your second question, the desk works on the principle that there are many people who would like to exchange duty with someone in another locale, but simply have no way of knowing who would be interested.

Navy regulations, of course, have long provided for an exchange of duty on a "no cost to the government" basis, but locating an eligible person with the necessary qualifications, such as the same rating and pay grade, necessary obligated service and correct duty status, is difficult. The swap desk was set up as a central clearing house to make things easier. Just another convenience, you might say.

The desk is presently providing this service only to those desiring exchanges between the East and West Coasts. We can't say when, or if, its scope will be enlarged.

Men (or women) on either coast who write to the Bureau of Naval Personnel (Pers B211), via the chain of command, will be provided with names of individuals on the opposite coast with whom an exchange might be feasible. If, of course, such names are available.

After that, it is up to you to submit a formal request in accordance with Chapter 16 of the "Enlisted Transfer Manual." (Change 10 gives the most recent information.)

Since the program began in April 1965, the response has been moderately good. However, only about 20 per cent of the correspondents could be provided with potential swaps, and for a number of good reasons.

For one thing, there are far more Navymen who want to go from the West Coast to the East Coast than vice versa. The ratio has been running about 60 to 40 in that direction.

Again, some men are far too specific

"PULL!"—Skeet shooter aboard USS Yorktown (CVS 10) aims at clay pigeon during carrier competition.



in their hunt for duty exchanges. When one cites "Mayport, Fla., only" as his choice for a possible swap, he might as well ask for the moon.

It would be far better to shoot for a naval district, or even better, "Anywhere on the West/East Coast," and give the desk a little more geography to play around with.

In this connection, it might be mentioned that the swap desk worked just according to the book for one of the present ALL HANDS staffers.—Ed.

Coordinates Fine; ETA in Doubt

SIR: I just stopped Captain Mossbottom and showed him the February 1966 ALL HANDS.

When he spotted the piece about destroyers and submarines carrying planes, he just perked and simmered a wee bit, then chortled, "Well, Sonny Boy, you just tell that writer feller that I might not be up so much on the tin cans that carried those planes, but I'm a-tellin' you that he's only about four years or so off-base about the submarines with the planes and tanks.

"It happened about three or four years before 1923. I prowled around Annapolis from early summer of 1918 until the summer of 1922, and I once saw a submarine tied up to the west side of Santee Dock. That sub had a small plane out on deck right in front of a tank to hold it. I don't remember if it was an S-boat, but I think it was a smaller one; might have been an R-boat, as it was bigger than an O-boat.

"It was either in the spring of 1919 or 1920 when that sub tied up just inshore of the old Reina Mercedes for a weekend. All the middies and visitors strolled alongside on the dock to take a look-see at that submarine-and-plane outfit.

"I know that it must have been '19 or '20, because during the next couple of years I wasn't strolling down around the dock on weekends; I was usually casing the lay of the land for a bit of unnoticed liberty on the other side of the wall.

"And it couldn't have been as late as 1923, as ALL HANDS says, because by that time I was several thousand miles away and didn't get to see Annapolis again for about six years.

"So you tell him, Sonny Boy, Captain Mossbottom was there—only about four years or so earlier."—Captain Isiah Olch, USN (Ret).

• Well, as we said before, we went back further than we can recall to get the information about the planes on submarines. Since we were already knee-high in history books, we dug a little deeper. But we didn't find a thing.

We also checked the National Archives for an indication of submarine-and-plane combinations earlier than 1923 and in the Bureau of Construction and Repair records, as well as SecNav

records of the time. Nothing there, either.

But the book we're looking for probably got locked up in some old salt's sea chest, and we may never find it. So please thank Captain Mossbottom once again for setting us straight.—Ed.

Recommissioning Battleships?

SIR: Are there any plans at present, either concrete or tentative, for recommissioning one or more battleships?—W. R. L., HMC, USN.

• *There are no present plans to recommission any battleships, but the idea is reviewed periodically by the Chief of Naval Operations.*

However, the remaining mothballed battleships are not being sold or scrapped, and the possibility that they might some day be needed has not been entirely ruled out.—Ed.

Destroyer School Insignia

SIR: I believe a breast insignia should be authorized for graduates of the destroyer school in Newport, R. I. The device should probably be similar to the dolphins authorized for submariners and the wings for aviators.

Individual authorization should depend upon the graduate serving as a destroyer department head for a minimum of one year, since such service is the purpose of the school.

Destroyer school graduates are, like the submarine officer and the aviator, identified as such in the *Officer Register*.—D. L. D., LT, USN.

• *Your suggestion has been forwarded to the Permanent Naval Uniform Board but, frankly, we can't give you much hope.*

On many occasions the board has considered special breast insignia for

destroyermen and, on just as many occasions, rejected the idea. This holds true as well for breast insignia indicating qualification in other types of surface ships.

As a general rule the Uniform Board maintains that to award special insignia to men on one type ship would be unfair to men of equal skill and ability aboard other types. A device for graduates of a particular school has still another drawback: comparatively limited applicability.

The command at sea insignia serves well as an indication of qualification to command, and it is the opinion of the board that lesser awards of the same variety are not desirable.

While destroyer school graduates, because of their training and experience, are identified in the "Officer Register" as are aviators and submariners, there

You've Never Heard of Enlisted Pilots? Where Have You Been?

SIR: A few months ago ALL HANDS printed a letter from a young sailor who wanted to know if there had ever been enlisted pilots in the Navy. I give him the benefit of the doubt—I suppose his years are tender—but nonetheless . . . how could he? I have vivid memories of the APs, and I wasn't even an airdale.

My contacts with the aviation pilot rating were back in the 30's, when the enlisted pilots had their own squadron. That was Fighter Squadron Two, more commonly known as the "Chiefs' Squadron."

Late in 1934 I was transferred to VF-2 while it was aboard USS Lexington (CV 2). Upon arrival at North Island one of the plane captains shoved off on special liberty and yours truly, a second cruise minesweeper deckhand, was casually ordered to prepare the plane for flight. The mechs on the line left their jobs and I received a quick indoctrination.

As I handed my little check-off slip to the chief AP for signature, I blurted, "If you sign this thing, you're crazy." It didn't faze him a bit. "If it's hitting on two, I'll take it up."

We were flying F4B-2s and -4s, the former of 1927 vintage—small fighter biplanes with inertia starters. You dropped the crank and made tracks for the open cockpit, praying that you could manipulate all levers and switches before it ran down.

As I returned to the East Coast a few months later I really don't know what had happened to the VF-2 chiefs, but I assume their days were numbered. Most of them were nearing their 20.—F. G. Abrams, DCC, USN (Ret.).

• *Bring up the subject of enlisted pilots and sooner or later, you'll end up swapping stories about FitRon Two.*

One "Chiefs' Squadron" tale concerns O. M. "Sam" Darling, who was a CAP (chief aviation pilot) with the squadron

during an exercise aboard USS Saratoga (CV 3) Saratoga's flight deck stretched a full 888 feet, considerably longer than that of Langley, aboard which the squadron had been operating.

Yes, 888 feet is correct. Lexington (CV 2) and Saratoga, built on cruiser hulls, were somewhat unusual for their time in that their length and weight—33,000 displacement tons—were far greater than carriers for many years to come. Langley had an over-all length of 542 feet, with a displacement of 11,050 tons. The length of Lexington and Saratoga was not equalled until the introduction of the Ticonderoga class in 1944. Their tonnage was not surpassed until the Midway (CVB 41) class in 1945.

To resume: A pilot who made the cruise, Lieutenant (jg) (now Rear Admiral, Ret) Murr E. Arnold, tells of the incident.

"Chief Aviation Pilot Sam Darling was probably the hottest flyer in Fighting Two at that time. Sam, accustomed to the short deck on Langley, couldn't understand why all that flight deck space was needed for takeoff. Normal procedure at that period in carrier operations provided for the pilot to commence takeoff from his position in the 'stationary deck spot.'

"On his second or third takeoff from a position well aft, Sam took off in a 'flipper turn' around the bridge and almost knocked Admiral Reeves' hat off. The admiral blew his top, sent for the squadron CO and ordered him to instruct Darling to keep his wheels on deck until reaching the forward end of the flight deck. On taking off the next day, Sam carried out these instructions—but promptly looped right back over the ship, causing a renewed outburst from the admiral. Again the squadron CO was called and directed to tell Darling not to pull up, or turn, on takeoff until he was at least one-half

mile from the ship.

"Sam obeyed instructions. On his next takeoff he gunned his plane straight down the flight deck, making no attempt to become airborne. The plane literally fell off the bow of the carrier and disappeared from view. For a moment there was consternation, then we noticed Sam skimming along the water, practically bouncing from wave to wave. He continued on an arrow-straight course, never more than six feet above the water, clear over the horizon.

"Sam probably would have been kicked out of the squadron if the admiral hadn't realized that only an expert could have pulled such a stunt."

Although it's the offbeat behaviour of FitRon Two which delights the fantail gossips, the chiefs were strictly a professional bunch. If they were a little on the cocky side they were also enthusiastic, energetic and downright adept. Says a rear admiral who was the squadron's skipper more than 30 years ago, "I have never been prouder of any organization in the Navy."

Fighting Two was a hand-picked squadron. Operating from the Navy's first three carriers (Langley, Lexington and Saratoga) its pilots flew every type of carrier fighter from the early baling-wire-and-canvas biplanes to the stubby Grumman F4F Wildcats of World War II fame.

In the highly competitive Fleet gunnery and bombing competition Fitron Two was a respected opponent, compiling a brilliant record through the years. A senior aviator, who flew with another squadron, says: "Fighting Two was always a tough outfit to beat. The idea of being licked for the gunnery trophy by that gang of chiefs was so unpalatable . . . that other squadrons worked like fends. Fighting Two set a rugged pace."

They earned their reputation.—Ed.



BOW TIES and high hats were prominent in 1918 picture of Black Hawk's chiefs.

is one important difference. Submarine and aviation duty have long been recognized as especially hazardous. Because of this difference, the Uniform Board has decided special insignia for the two groups are warranted.

Don't, however, be discouraged by the negative reply. The Uniform Board is always happy to hear and consider opinions from the Fleet. So are the other sections of BuPers. In this instance your suggestion did not pan out, but next time it might.—Ed.

USAF Outstanding Unit Award

SIR: Several years ago the Air Force Outstanding Unit Award was presented to the Navy Air Traffic Coordinating Office at Travis AFB, Calif. The award consisted of a citation from the 1501st ATW and a service ribbon. It is relevant to the story that no pendant medal is authorized or exists for the USAF Outstanding Unit Award.

One of the recipients is a close friend of mine, now serving at a different station. I hear from him occasionally; his last letter contained a tale of woe.

Several months ago he stood a personnel inspection in which ribbons were worn. He arrived with his usual array of ribbons, including the USAF award, and the inspecting officer passed without a word.

Later he attended another inspection, in which large medals were prescribed. Since there is no large medal (no medal, period) for the USAF award, my friend naturally wore one less medal than he had previously worn ribbons. The inspecting officer noticed the discrepancy.

The officer, assuming the award was the Air Force equivalent to the Navy Unit Citation, further assumed my friend should have worn an equivalent Air Force Medal on his right breast, as he would have in the case of an NUC. So the man was giggled.

Was the inspecting officer right? I doubt it, but perhaps you have the

word.—J. B. N., YN2, USN.

• We hope your friend is tactful. He was certainly correct. In both inspections he was in proper uniform, at least insofar as the USAF Outstanding Unit Citation ribbon was concerned.

While the USAF award in question is similar in some respects to the NUC, as you stated before no pendant medal is authorized. The Air Force does not authorize the wearing of any medal on the right breast under any circumstances.

When a Navyman receives such an award from another service, he is entitled—nay, required—to wear the ribbon and the corresponding medal, as appropriate. If the information provided is correct, the individual was giggled for failing to wear a non-existent medal.—Ed.

Remember Black Hawk?

SIR: While digging through some files, I found the enclosed pictures of USS Black Hawk and the chief petty officers attached to her.

Possibly you can use these pictures in ALL HANDS and pass on some information about the ship. Maybe one of your readers may even be able to identify some of the CPOs.—Allen G. McCroskey.

• Thanks for the pictures. They are printed here to give our readers a look at the World War I Navy. Hopefully, someone will find a familiar face among the Black Hawk chiefs.

The pictures were dated October 1918 at which time Black Hawk (AD 9) was assigned as tender and flagship of the Mine Force.

Black Hawk was purchased by the Navy in December 1917 and commissioned the following May. In June 1918, she steamed out of Boston to take up her station at Inverness where she remained until the end of World War I.

When the war ended, Black Hawk shifted her base to Kirkwall, Orkney Islands, for the North Sea mine sweep.

Black Hawk was designated a destroyer tender in November 1920 and served in the Caribbean and later in Asiatic waters. She was at Balikpapan, Borneo when the Japanese attacked Pearl Harbor but spent most of the war years on tender duty in Alaskan waters.

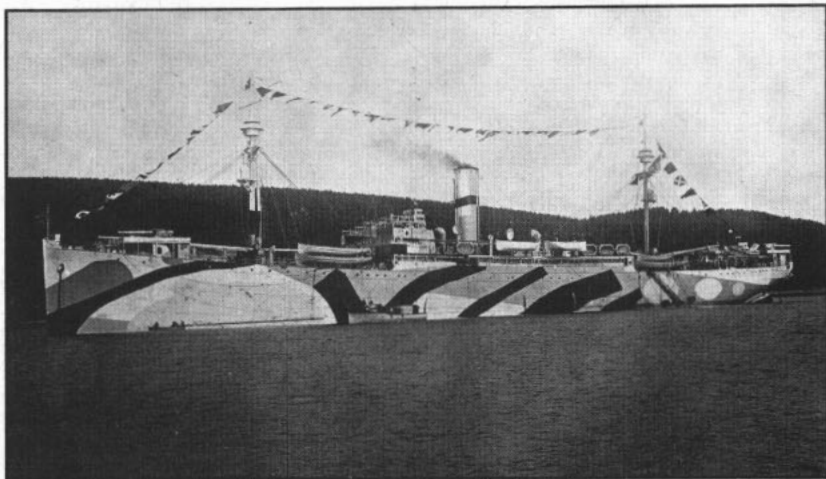
She returned to Western Pacific duty in 1945 and tended vessels in Okinawa and in China until 1946 when she returned home to be decommissioned on 15 August.

In 1947, Black Hawk was transferred to the Maritime Commission and was sold for scrap in March 1948.—Ed.

Service Record Entries

SIR: Recent SecNav Notices have authorized the National Defense Service Medal, the Navy Expeditionary Medal, the Armed Forces Expeditionary Medal and the Vietnam Service Medal. In each case the directive requires the commanding officer to make appropriate entries in the service rec-

OLD TENDER—USS Black Hawk was tender and Mine Force flagship in 1918.



Where to Wear the Ribbon

SIR: I was awarded the Secretary of the Navy Commendation for Achievement Ribbon. Since there is no medal provided for this award, where do I wear the ribbon when large medals are prescribed?

Uniform Regs states that holders of unit awards, such as the Presidential Unit Citation, may wear the ribbon on the right breast in the same relative position as the holding bar on the lowest row of medals. Is this regulation meant to include individual awards as well as unit awards?—I. B. C., EMC, USN.

• As the matter stands at present, a recipient of this award is not authorized to wear the ribbon when large medals are prescribed.

However, a medal has been approved for the ribbon and will be procured shortly. Since you are a recipient of the award, BuPers will forward a medal to you when they are available.—Ed.

ords of the eligible Navymen.

For enlisted men, the paperwork is simple. The certification of eligibility is entered on page 13 and, upon a Navyman's separation, is transferred to the DD 214.

If the recipient is an officer, however, the situation rapidly disintegrates into complexity and—in my case—indecision. To the best of my knowledge there is no prescribed form or place in the officer service record for this type of certification.

True, the officer biography sheet does contain a place for medals and awards, but I feel it is not necessary to submit a new biography upon receipt of each award. The amount of paperwork would be prohibitive.

Upon separation or discharge, medals and awards are recorded on the DD 214, but the required information is usually not available in the service record and the yeoman filling out the DD 214 must ask the officer for certification from his personal files. He may or may not have this certification.

If worse comes to worst it is, of course, possible to reconstruct the officer's duty assignments and compare them with the *Awards Manual*. This is not easy.

My conclusion is this: A standardized page for recording military decorations and medals in the officer service record is badly needed. This is especially true in the case of campaign and service medals, since no citations are issued.

Meanwhile, how and where in the officer service record is the required certification of eligibility to be entered?—B. L. L., YNCS, USN.

• It's not necessary to become so tangled up. Make the entry in letter form.

Most officer personnel actions are in letter form, addressed to the individual officer concerned: citations, orders, appointments, special duty assignments and qualification designators.

One solution would be the preparation of a signed mimeographed letter of entitlement showing all addressees and filing a copy in the service jacket of each officer. In addition, one copy should be forwarded to BuPers for each officer and one given him for his personal file.

Incidentally, the entry of campaign or service medal eligibility on a biography sheet is not proof of eligibility. It could not possibly be, as the biography sheet may be filled out by the officer himself. So, if there is no entry in the officer's service record and eligibility may not be determined by the

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, **ALL HANDS** Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

• *uss West Virginia* (BB 48)—The 12th annual reunion will be held at 1822 W. 162nd St., Gardena, Calif., on 3 December. For more information, write to R. A. Brown at that address.

• *uss Bunker Hill* (CV 17)—The second reunion will be held at Boston, Mass., on 17 Jun 1967. For further details, write to Walter R. Miller, 741 Columbus Ave., Phillipsburg, N. J. 08865.

• *uss Lamson* (DD 367)—A reunion in Chicago, Ill., is now being planned for those who served aboard from 1942 through 1945. Contact Chief Boatswain's Mate Eugene Verbracken, USNR, at 738 S. Main St., Chippewa Falls, Wis., or CDR Desmond J. Harris, USNR, at 1733 Cass St., La Crosse, Wis.

pertinent SecNav directives, your only recourse is to request a determination by the Chief of Naval Personnel.

Your assertion that an administrative remarks page is necessary may be valid. Such a page, designed for miscellaneous entries, has been considered on several occasions. In this instance, however, an administrative remarks page could create—not save—work. The page would have to be removed from each record, the entries made one at a time and signed individually, and the page replaced.

Letter entries are simpler.—Ed.

WHEREVER YOU ARE

SEND **ALL HANDS** TO THE FOLKS AT HOME

Superintendent of Documents
Government Printing Office
Washington 25, D.C.

ENCLOSED find \$2.50 for a subscription to **ALL HANDS** Magazine, to be mailed to the following address for 1 year. Subscriptions are also accepted for 2 years for \$5.00 and 3 years for \$7.50.

NAME _____

ADDRESS _____

(For prompt filling of order, please mail this blank and remittance direct to the Government Printing Office, Washington 25, D.C. Make check or money order payable to the Superintendent of Documents.)

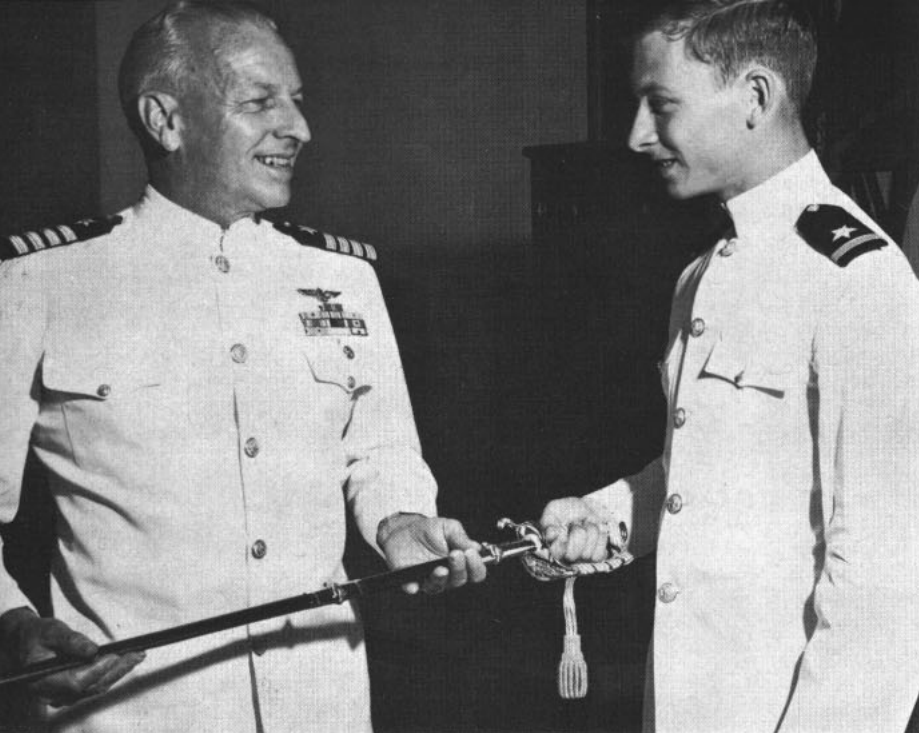
Subscription for mailing to a foreign country without an FPO or APO is \$3.50 per year.

Check one:

One year ☐

Two years ☐

Three years ☐



WEAR IT WELL—ENS Charles Simonsen receives officer's sword from his father, CAPT Carl Simonsen, after commissioning ceremony at NARTU Jacksonville.

Query on Educational Benefits Under New GI Bill

SIR: I am currently on active duty, with over five years of service to my credit. I have 46 semester hours of study left for my baccalaureate degree.

At the end of my current enlistment I plan to return to college. In the meantime, I would like to take some college courses, in night school, by correspondence, or both.

As I understand it, the new GI Bill will pay either all or part of the tuition and fees, depending on the courses I take. Is this payment made on a per-month or per-semester-hour basis? How do the payments work out in dollars and cents?

How will such payments affect my 36 months of total entitlement under the GI Bill?—K. R. G., JO2, USN.

• While you are on active duty, payments for any education you undertake are computed at the rate of the established charges for tuition and fees or at the rate of \$100 per month for full-time study, whichever is the lesser amount. Or \$50 per month for half-time study, or \$25 per month for quarter-time study.

Fees include matriculation and other fees assessed all students at a given school. However, the cost of books and supplies must be borne by the student.

(The Veterans Administration, which is administering the GI Bill benefits, uses 14 semester hours as a criterion for computing full-time study, as directed by Section 1683 (a)(3) of Title 38, United States Code. Hence, if you were able to take a full load of courses while on active duty, you would be eligible

for tuition and fees or \$100 per month, whichever would be the lesser amount. Four to six hours is regarded as half-time study and three hours or less is computed as quarter-time.)

Let's say you wish to enroll in Economics 101 at Weaver University. The course will give you three semester hours of credit toward your undergraduate degree. The total cost of the course is \$120 for the four-month semester, or \$30 per month. Using the computation of \$25 per month for tuition and fees, the VA will pay \$25 per month toward the cost of the course. You will pay the remaining \$5 per month.

But let's say you decide to take the same course at Sower U., which is nearer your home and more convenient. The cost of the tuition and fees there is \$80, or \$20 per month. Since the \$20 per month is less than the maximum \$25 rate, the VA will pay the entire cost of the course.

Correspondence courses taken directly from colleges and universities fall into

a slightly different category. In such cases, you will pay the cost of the lessons and be reimbursed by the VA on a quarterly basis. The VA will pay you the actual cost of the lessons completed by you and serviced by the school during each quarter.

The exception to this is USAFI. College courses taken through the U.S. Armed Forces Institute cannot be paid for with GI Bill benefits, even though they may be taken for college credit. Under the USAFI program, the government pays the cost of the lesson service. The student pays only for books, materials and administrative fees, which are not covered under the GI Bill.

When planning your over-all program, you must keep in mind that most colleges and universities place certain restrictions on the number of hours you can take by correspondence for credit toward an undergraduate or graduate degree. Some of these restrictions pertain directly to students in their junior and senior years.

If you intend to take courses for college entrance or credit toward a degree, you should check with the registrar, admissions officer or academic dean of the institution where you intend to receive your degree before taking any courses, so you will know that school's limitations. If possible, you should also obtain help in planning your correspondence program.

(Such help may be of particular interest to Navymen who are nearing retirement and thinking about a second career.)

You may elect to take college courses through the Tuition Aid program, which pays up to 75 per cent of the cost of tuition, not to exceed \$14.25 per semester hour. Your Educational Services officer can give you the details.

You cannot, however, take advantage of the Tuition Aid program and the GI Bill simultaneously for the same courses.

As for the computation of time, any courses you take while on active duty are chargeable to your 36-month total entitlement. The chargeable time is proportionate to the number of hours taken.

When you get out of the service, the situation will change. You will then be paid benefits figured on the basis of how many semester hours you take per semester, and your dependency status.

For civilian study, the measuring stick used by the VA in figuring benefits is as

Educational Benefits Rates

Institutional Training	0	1	2 or more
Full time	\$100	\$125	\$150
¾ time	75	95	115
½ time	50	65	75
Cooperative training	80	100	120

(Cooperative training means a full-time program of education consisting of institutional courses and alternate phases of training in a business or industrial establishment which supplements the institutional courses.)

follows: full-time, at least 14 semester hours of credit; three-fourths time, 10 or more hours, and half-time, seven or more hours.

The number of semester hours used by the VA in computing benefits is lenient, because the average workload taken by a full-time student is usually 15 or 16 hours per semester.

(For a run-down on monetary benefits in regard to dependency status, see opposite page.

For summer school study the picture changes again, but the benefits remain the same. For full-time study, the equivalent of 14 class sessions of 50 to 60 minutes' duration per week are required; for three-fourths time, not less than 10 sessions; and for half-time, not less than seven class sessions per week.

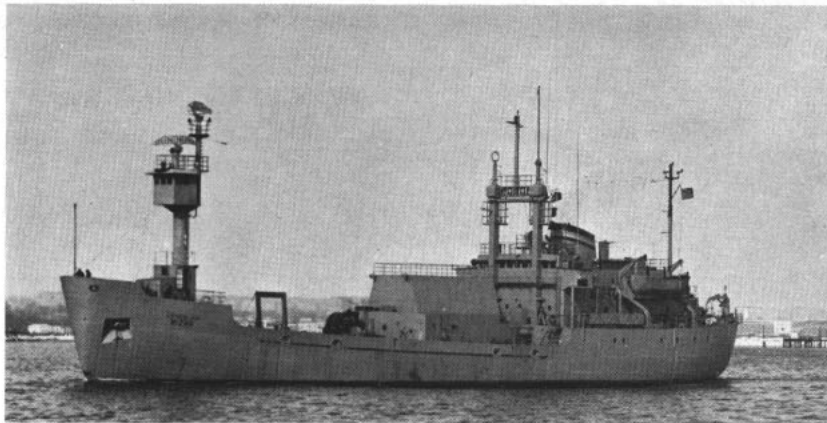
Two hours of laboratory study equal one class session, for the purpose of figuring GI Bill payments for summer study.

If you should decide to attend a college or university which uses the quarter system, your benefits will be figured on a conversion scale, but the end results are the same in dollars and cents. The VA will merely convert the number of hours you are taking per quarter to semester hours, and pay you accordingly.

On the conversion scale used, two semester hours equal three quarter hours.

The time debited your 36-month entitlement for colleges on the quarter system is also proportionate to the semester system. If you are taking a full course of study, you will be paid full benefits.

Keep in mind that the 36-month GI Bill entitlement is enough to help you through four years of college—enough for a baccalaureate degree.



OCEANOGRAPHIC ship USNS Mizar will go to yards next year for addition of chemistry and biology laboratories, workshop and quarters for scientists.

Since you have previous college credit, your benefits may be applied to postgraduate work after you receive your baccalaureate degree.

There you have it, in time and in dollars and cents. Good luck.—ED.

Aircrew Wings

SIR: About two years ago, ALL HANDS carried an article on qualified airmen who were authorized to wear their wings even after being detached from flying status.

As I recall, this matter was to come up for additional consideration. However, I have seen nothing further concerning it.

Inasmuch as I am a black shoe who won his wings in May 1964, I would like to know if there has been any change.—P. E. R., RD2, USN.

• The latest word on the subject can be found in addendum to Change No. 11 of Article C-7403 of the "BuPers

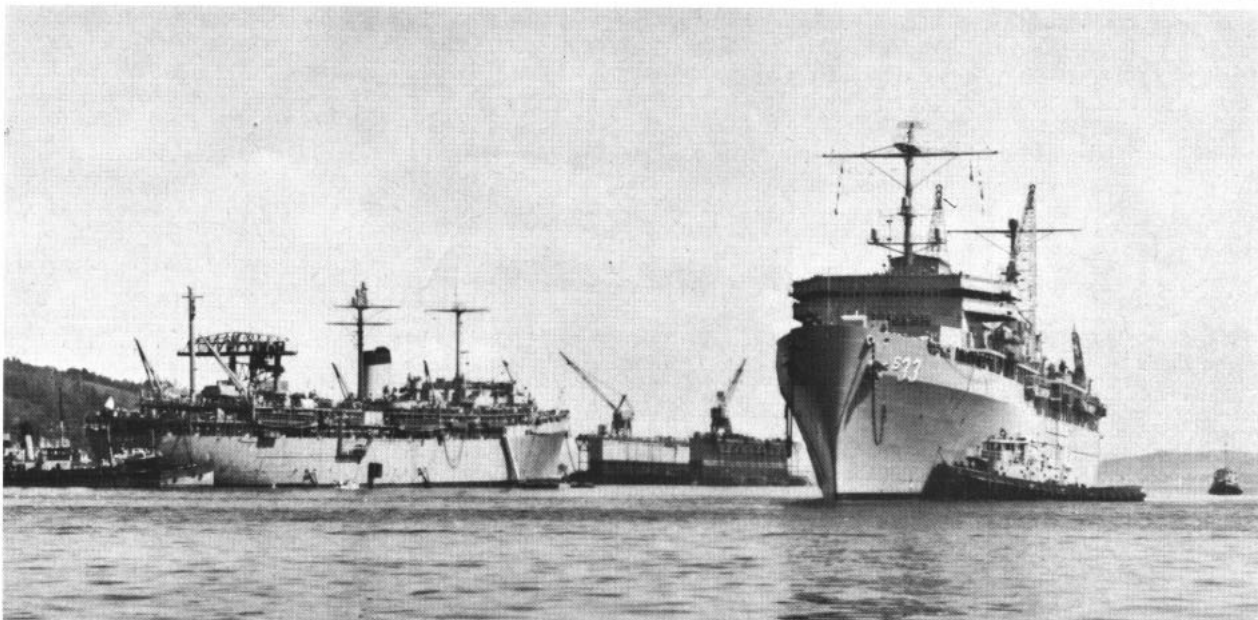
Manual." This authorizes a designated AC to wear aircrew breast insignia on a permanent basis.

However, he must maintain minimum qualifications for aircrew duty, as specified in directives of the Chief of Naval Operations. Qualifications are determined by technical examination. If he no longer volunteers for aircrew duty to which he had been assigned by proper authority, his right to wear the aircrew breast insignia will be revoked.

Only men who were designated AC on or after 14 Jun 1965 are authorized to wear the aircrew breast insignia. The authorization also applies if you were a designated AC before 14 June and continued in the status after that date.

Medical disqualification from aircrewman status on or after 14 Jun 1965 does not necessarily entail removal of the breast insignia unless, upon medical requalification, you fail to qualify for AC status or refuse to fly.—ED

COMING AND GOING—USS Simon Lake (AS 33) moves by USS Hunley (AS 31) at Holy Loch to relieve Hunley.



★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★

Pine Island Cooperates

Sometimes the "You scratch my back and I'll scratch yours" philosophy has certain ethical shortcomings. In some situations, however, it is the only sensible approach. Then it's called cooperation.

Take the case of *USS Pine Island* (AV 12) for instance. The ship was in Buckner Bay, Okinawa, when Air Force Lieutenant Colonel Freshwater ran into difficulties. The colonel was taking off in an *Albatross* patrol seaplane when an engine failed, forcing him down near the tender.

More than willing to lend a hand, *Pine Island's* crew brought the aircraft aboard and furnished hangar facilities so the Air Force mechanics could make the necessary repairs. Thanks to the Navy's assistance, the job was completed in just 26 hours and the HU-16 was back in flying status.

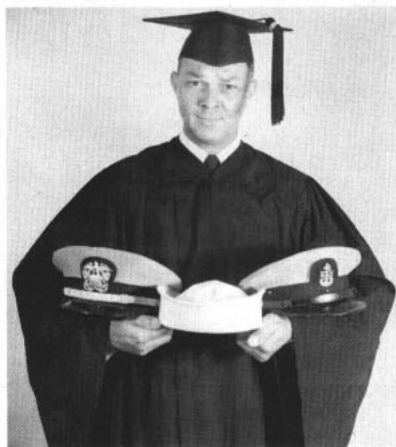
This time COL Freshwater and his aircraft became airborne with no problems.

Three weeks later, flying the same aircraft, the colonel rescued a Navy A-4 pilot off the coast of Vietnam.

Simon Lake to Holy Loch

Into the Holy Loch steamed *USS Simon Lake* (AS 33) past geysers of water erupting from a Navy tugboat and a welcoming banner on board *Hunley* (AS 31)—the submarine tender she was relieving.

More than 1300 officers and en-



FOUR-HAT MAN—LTJG Robert Krueger shows hats he has worn during 17-year Navy career, after graduation from college with BA this year.

listed men on board *Simon Lake* began calling Holy Loch home and about 300 families of *Simon Lake* crewmen will take up residence there.

For the crew of *Hunley*, the arrival of its relief meant packing their bagpipes for the return trip to Charleston, S.C. *Hunley* had been moored in the Holy Loch since 1963.

The crewmen of *Simon Lake* undoubtedly will become as quickly accustomed to Scottish ways as did *Hunley's* crew. They will love the heather, haggis and highlands as did their predecessors. Scotland has a way of growing on you as the crew of *Simon Lake* will soon learn.

College Degree

When Lieutenant (jg) Robert W. Krueger received his bachelor of arts degree, he wore the fourth hat of his Navy career—a collegiate mortarboard. His three other types of headgear include those worn as a seaman, a chief petty officer, and as a commissioned officer.

Currently the Maintenance Material Control Officer at the Naval Air Facility, Naples, Italy, the lieutenant was presented his BA degree from the University of Maryland at that institution's Heidelberg, Germany, campus.

LTJG Krueger began his undergraduate studies as a seaman 17 years ago at Niagara University. Later, he attended Akron University when a chief petty officer. He received his naval commission in 1964.

His hatful of achievements, we're told, were accomplished with the help of tuition aid (sometimes without), by often driving long distances to classes, swapping watches, and plenty of perseverance.

Yorktown's Centurions

When a pilot lands on the same carrier for the hundredth time, he's rightly proud of it. Centurion patch, and all that. When he becomes a double or triple centurion, he's got something to write home about.

Pilots aboard *USS Yorktown* (CVS 10), during operations in the South China Sea, found themselves doing

HELPING HANDS—Air Force seaplane is lifted aboard *USS Pine Island* (AV 12) for repairs after the engine failed.



lots of flying—and presumably lots of letter writing as well.

During *Yorktown's* seven-month deployment, Commander W. L. Jensen, of Helicopter Antisubmarine Squadron Four (HS 4), became a triple centurion.

HS 4 also had 13 pilots numbered among *Yorktown's* double centurions. Nine pilots from Antisubmarine Squadron 25 (VS 25), and six from VS 23 also reached the 200 mark.

Nine of the carrier's embarked pilots became *Yorktown* centurions for the first time.

In addition to becoming a *Yorktown* double centurion, Commander W. L. Wirt chalked up the 1200th carrier landing of his career. These included landings in fixed wing aircraft and helicopters. CDR Wirt is commanding officer of HS 4.

Towing Toward the Sunrise

The salvage ship *uss Opportune* (ARS 41) and Fleet tug *uss Shakori* (ATF 162) have completed a round-the-world trip, possibly the first such cruise for ships of their type, while performing what also might amount to the longest towing job on record for either an ARS or ATF.

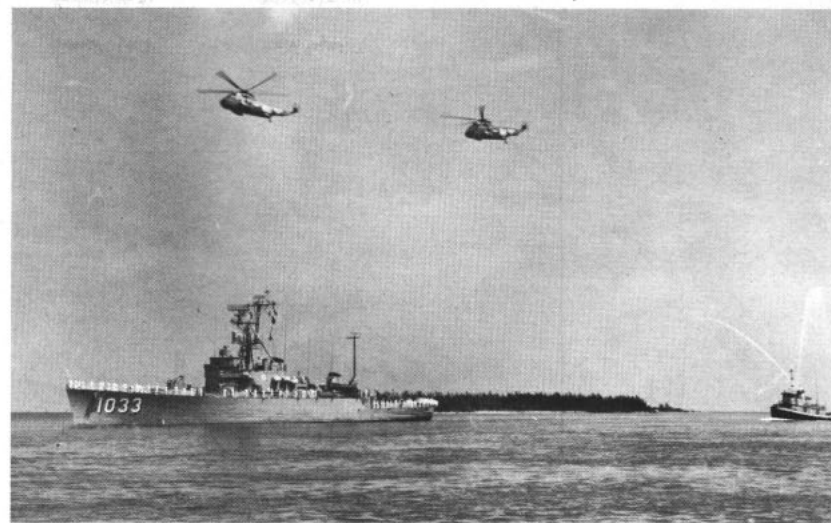
The two Atlantic Service Force ships departed Norfolk, Va., for Rosyth, Scotland, where each took a Royal Navy salvage lift craft in tow. They then got underway for Subic Bay, Philippines.

Both salvage craft have been leased from the Royal Navy for use in WestPac salvage operations.

En route to the Philippines, *Opportune* and *Shakori* transited the Mediterranean Sea, Suez Canal, Red Sea, Indian Ocean and South China Sea in 99 days, covering a distance of 10,954 miles. Stops were made at Gibraltar; Suda Bay, Crete; Port Said, U.A.R.; and Trincomalee, Ceylon. Actual time underway amounted to 70 days for this portion of the circumnavigation.

Things went smoothly during all but a small part of the journey, when the ships encountered heavy seas with winds up to 60 knots in the eastern Mediterranean. Waves rose to 35 feet, but the 147-foot-long salvage craft, trailing 1900 feet behind the two Navy ships, were able to withstand the pounding.

The salvage craft have no counterpart in the U.S. Navy. They are designed to be towed and have steam engineering plants for oper-



BIG FAREWELL—USS *Claud Jones* (DE 1033) left Key West, Fla., for Pacific duty accompanied by helicopters and water-spraying tug. USS *John R. Perry* (DE 1034), also steaming for new home port in Pearl Harbor, got same salute.

ating their deck and salvage equipment.

When they are used as a pair, they are capable of lifting 1500 tons. A lift is accomplished by passing wires under the sunken vessel and attaching these wires to the two salvage craft, located on opposite sides of the vessel. Ballast tanks in the salvage craft are flooded with sea water and the wires are made taut.

A lifting force results when water is pumped from the tanks, and as the tide rises.

Opportune and *Shakori* returned



DOG'S LIFE—Chihuahua mascot of VP-18 helps crew check jet engine.

to Norfolk via Yokosuka, Japan; Pearl Harbor, Hawaii; Acapulco, Mexico; and the Canal Zone after delivering their payload.

New Look for Mauna Kea

For the past year and a half, *uss Mauna Kea* (AE 22) has been undergoing FAST conversion at Seattle, Wash. In addition to the Fast Automatic Shuttle Transfer system, she has received an extensive overhaul.

Mauna Kea's conversion and updating included the installation of pneumatic fenders, nylon line, rubber thrum mats, P-250 pumps, improved battle lanterns, and a new fueling hose.

Refinements eventually included pneumatically operated fork truck stops around all cargo hold hatches, closed circuit television system, a juke box in the crew's mess, new berthing for the crew, a refrigerated salad bar, a greatly expanded ship's store and soda fountain complex, a portable air-powered spooling device to make possible spooling of cargo winch whips under tension, and much more.

Mauna Kea was fitted with a helicopter landing and fueling facility, giving her a VERTREP capability.

Several multidirectional 4-D trucks were installed to handle the *Talos* booster and other missile components. Conventional fork trucks serving the helicopter deck were fitted with devices that accurately determine the weight of a load simply by hoisting it off the deck.



AWARD WINNER—USS *Genesee* (AOG 8) returns to Pearl Harbor after deployment. Ship was second in ServPac to receive Navy Unit Citation in Vietnam.

NUC for *Genesee*

When *uss Genesee* (AOG 8) returned home to Pearl Harbor the crew received the usual reception. There were wives, kids, balloons and "Welcome Home, Daddy" posters.

There was also something of professional interest: The welcome was exceptionally well earned. *Genesee* had spent a few tough but successful months supporting the military forces at Chu Lai and Da Nang. On the merits of her operations in the South China Sea the ship was to re-

ceive the Navy Unit Citation.

Thus, *Genesee* became the second ServPac ship—*uss Pyro* (AE 24) was the first—to win the NUC during the current Vietnam crisis and, perhaps, the first Pearl Harbor-based ship to receive it during the same period.

While on her deployment the ship supplied nearly 10 million gallons of gasoline and other petroleum products to U.S. fighting men in Vietnam. *Genesee* also helped complete a new airstrip at Chu Lai. Her equipment was used to pump

ashore over two million gallons of salt water needed to pack down and stabilize the runway.

During one at-sea period, *Genesee* did not return for 120 days.

Big Bang With Class

As a Navy saluting battery, a 200-year old cannon is an unlikely choice. Unlikely, but not impossible. It's a simple matter of adding some class.

It all began earlier this year, at Roosevelt Roads, P.R. The station was sponsoring a beautification drive and the Navymen of Patrol Squadron 18 were more than willing to cooperate. They decided that a saluting battery was just what was needed to give the right finishing touch to the headquarters area.

Using the spirit of cumshaw and the arts of persuasion, a squadron officer contacted a well-known citizen of St Augustine, Fla., who generously donated a cannon—FOB St Augustine.

The cannon, probably Spanish, was between 200 and 300 years old. It had been recovered from a wreck near the Grand Cayman Islands in the Caribbean.

Several commands pitched in to assist with the transportation difficulties. NAS Jacksonville loaned a pickup truck to carry the cannon to Jacksonville. VP-30 loaned a forklift to transfer the gun from the truck to a waiting VW-4 aircraft which, in turn, flew the piece to Roosevelt Roads where the PatRon 18 ordnance gang was standing by.

The cannon was scraped and painted, then mounted on the squadron's outdoor quarterdeck, where it is in use as a saluting battery. The cannon furnishes the class, but the noise comes from a shotgun secreted inside the barrel.

CruDes Chief of the Year

Chief Sonar Technician Gary W. Locke, Jr., has been selected as the Atlantic Cruiser-Destroyer Force Chief of the Year for the Newport, R.I., area. He was selected from more than 20 chief petty officers nominated for the honor.

Locke, who serves aboard *uss Warrington* (DD 843), was cited at a recent luncheon sponsored by local civic organizations. During the luncheon he received a memento book of the event, gifts from city businessmen and a letter of congratulations from Governor John H.



HAPPY HANDSHAKE—Chief of the Year Gary W. Locke, Jr., STC, receives a handshake and gift from Newport civic group president at awards fete.

Reed of Maine, Locke's home state.

In the letter nominating Locke for the title, the Warrington CO commended him for attaining the highest levels of performance from the sonar and all associated equipment on a continuing basis.

Locke also organized and actively participated in choir, and is Warrington's Protestant lay leader.

Cacapon and Sacramento

When a ship needs to be replenished she usually rides high in the water because her fuel tanks are nearly empty. On the other hand, the oiler's waterline is barely visible.

This is not necessarily the case in the South China Sea when what logistics experts call a consolidation operation is being conducted.

Such an operation occurs about every three weeks, or whenever the Fleet oiler supporting naval units off Vietnam transfers its remaining fuel and cargo to an oncoming relief oiler.

Through this consolidation effort, support it kept on the front lines where the action is.

Why transfer the support after only 21 days?

In addition to the need to top off at fuel depots, you might say an oiler's crew deserves a little rest and relaxation. For instance, during one of *uss Cacapon's* (AO 52) recent three-week support tours, she steamed nearly 6000 miles on Yankee Station, conducting 75 unreps within 20 days.

Cacapon's 75th replenishment was to her relief ship, *uss Sacramento* (AOE 1) who, during her combined three-week tours, totaling seven months, believes she shattered every existing replenishment record off Vietnam. This includes the number of ships replenished, quantities and transfer rates of provisions, fuel and ammunition.

Sacramento claims she:

- Performed twice as many underway replenishments in a seven-month period as any previous Service Force ship;

- Delivered 25 per cent more petroleum products than the former record-holding Fleet oiler that set its record in nine months; and

- Delivered 50 per cent more ammunition than the ammunition ship that set the previous record in a 10-month period.

More than 6000 tons of ammunition were transferred. Her helicopters delivered over 1900 tons of mail and



RIDING HIGH—*USS Cacapon* (AO 52) rides high in water as she transfers fuel to *USS Sacramento* (AOE 1), her relief as Yankee Station oiler in 7th Fleet.

supplies, making lifts to An Thoi, Chu Lai and Da Nang, Vietnam.

As a manner of comparison, if the bombs *Sacramento* delivered were laid end-to-end, they would stretch over 30 miles, and it would take a train 200 miles long to carry all the food, freight, lubricants, mail, movies and passengers transferred.

Sacramento completed her West-Pac tour in July, returning to her home port, Seattle.

Back from Vietnam

Greyhound deployments to the Far East are usually six months.

However, Destroyer Division 32 recently ended a two-year tour in the Western Pacific with 18 months spent off the Vietnam coast.

The destroyers and their home

ports are *uss Rupertus* (DD 851), *Henry W. Tucker* (DD 875), and *George K. Mackenzie* (DD 836) in Long Beach; *Earnest G. Small* (DD 838) and *Joseph Strauss* (DD 16), Pearl Harbor.

Besides firing thousands of tons of shells on Viet Cong positions, the division served on SAR missions, Market Time patrols and as a backup recovery unit for *Gemini* space shots.

The combined distance traveled by DesDiv 32 equals nearly 30 times around the world.

Several other ships have also returned from overseas tours. These accounts were reported:

- Amphibious assault carrier *uss Boxer* (LPH 4), to Norfolk.

In less than a year, *Boxer* made her second 27,000-mile trip to Vietnam, this time to deliver Marine helicopter and Navy undersea warfare units and their equipment. She traveled via the Suez Canal en route home and visited Beirut, Lebanon; and Palma on the Island of Mallorca in the Mediterranean. On her previous cruise she carried the Army's First Cavalry (Airmobile) Division.

- Attack cargo ship *uss Mathews* (AKA 96), to Long Beach.

After delivering 900 tons of combat equipment, together with a Marine engineer company to Chu Lai, South Vietnam, *Mathews* transported 763 tons of cargo from the Philippines to the mouth of Perfume River, 30 miles south of the 17th Parallel. From there her landing craft shuttled the material up river to Hue, former imperial capitol.

- Dock landing ship *uss Fort Marion* (LSD 22), to San Diego.

This amphibious vessel returned



SEA CADET gets advice on neckerchief tying from old salt after two weeks of training at NTC Great Lakes. Eight took course.

to her home port twice this year. In April *Fort Marion* finished a seven-month tour off Vietnam and scarcely a month later made a special rerun, loaded with Marines and their equipment.

- Destroyer Division 52, consisting of *uss Robinson* (DLG 12), *Agerholm* (DD 826), and *Porterfield* (DD 682), to San Diego.

While *Porterfield* spent most of her WestPac tour as a plane guard for Task Force 77 carriers, *Robinson* and *Agerholm* employed their five-inch guns against Viet Cong strongholds during their six-month cruise.

- San Diego-based destroyers *uss Richard B. Anderson* (DD 786), *Bausell* (DD 845), and guided missile frigate *Worden* (DLG 18).

These ships also provided offshore support to U.S. ground forces and served as plane guards for Seventh Fleet carriers. *Bausell's* landing party captured two Viet Cong close to shore who were fleeing American ground troops.

- Destroyers *uss Rogers* (DD 876), *Hopewell* (DD 681), and guided missile frigate *Coontz* (DLG

9), also returned to San Diego.

Direct contact with the enemy was also experienced by *Coontz* when she and another frigate rescued 19 North Vietnamese sailors whose PT boats were sunk by naval aircraft. At one time, *Rogers* spent five days pounding VC positions with five-inch shells. *Hopewell* rotated between carrier screening stations and gunfire support assignments.

- Submarine *uss Bugara* (SS 331), to San Diego.

International relations highlighted *Bugara's* eight-month Pacific cruise when she traveled down under for the Coral Sea celebrations in Australia.

- Amphibious Squadron Six, consisting of *uss Cambria* (APA 36), *Sandoval* (APA 194), *Walworth County* (LST 1164), *Oglethorpe* (AKA 100), *Shadwell* (LSD 15), and *Casa Grande* (LSD 13), to Norfolk.

The squadron carried 1400 Marines from Camp Lejeune who joined allied forces for amphibious exercises during the five months in the Mediterranean.

Welcome Home, Daddy!

As more and more warships head for Southeast Asian waters each week, the ships they relieve steam for home and a rousing welcome. Their records of miles steamed, fuel used, and ordnance expended, have been impressive.

Three attack aircraft carriers have come back home—*uss Kitty Hawk* (CVA 63) and *Ticonderoga* (CVA 14) to San Diego, and *Enterprise* (CVAN 65) to her new home port, Alameda, Calif.

Kitty Hawk was relieved in WestPac by *uss Constellation* (CVA 64), after eight months on the line. During 180 days at sea, *Kitty Hawk* traveled 66,270.6 miles, drank over 21 million gallons of fuel.

She rendezvoused with ammunition ships 53 times at sea to take aboard an average of 183.75 tons of ordnance each time. Her planes made good use of it in 9223 strike sorties and 1485 sorties in support of ground operations.

According to the crew of *Ticonderoga*, she has spent more total time in the Vietnam combat zone than any other carrier, having just completed a seven and one-half month cruise.

She tallied 10,122 combat sorties in 115 days on the line, and delivered over 8000 tons of explosives. She steamed more than 72,000 miles in 179 days at sea, used over 12 million gallons of oil, and made more than 200 underway replenishments. *Ticonderoga* was relieved by *USS Intrepid* (CVS 11). The CVS designation is, of course, a misnomer. *Intrepid* has returned temporarily to her old job as an attack carrier, but hasn't changed her prefix.

The nuclear carrier *uss Enterprise* (CVAN 65) returned to the States after six months in WestPac, and she brought an outstanding combat record with her. The *Big E's* air wing flew a record-breaking 177 combat sorties in one day, and a total of 13,090 combat sorties during her deployment.

uss Oriskany (CVA 34) has taken her place in WestPac.

The city of San Diego has been the site of quite a few welcome-home hugs lately, and the crews of six amphibious ships have been enthusiastic participants.

The dock landing ship *uss Cata-mount* (LSD 17) returned after

New Wave Director

Captain Rita Lenihan has succeeded Captain Viola B. Sanders as Director of the Waves.

CAPT Lenihan assumed her new rank and her duties as the seventh Director of the Waves on 1 September, upon the retirement of CAPT Sanders. Before she was named Director, CAPT Lenihan was assigned to the staff of the Naval War College at Newport, R.I. CAPT Sanders had been Director since 1 Sep 1962.

A native of Monroe, N.Y., CAPT Lenihan was graduated from the College of St Elizabeth in Morristown, N.J. She was appointed an ensign in June 1943, and was assigned to the Bureau of Naval Personnel for her first tour of active duty.

In subsequent assignments, she served in London, England, the then Potomac River Naval Command, the Naval Women Officer's School at Newport and, in 1959, she returned to the Bureau of Naval Personnel. In 1961 she was appointed Deputy Director of the Waves, and in 1963 she was assigned to the staff of the Naval War College.

CAPT Sanders was born in Sidon, Miss., and received her bachelor of science degree from Delta State

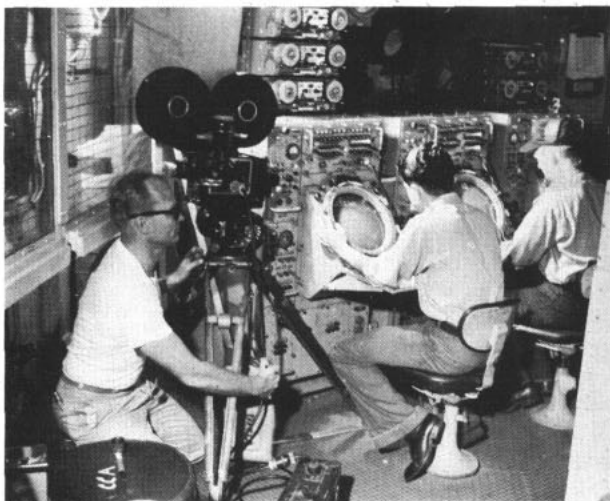
College in Cleveland, Miss. She entered Midshipman's School at Smith College, Northampton, Mass., in 1943.

She served in various communications assignments until 1948, when she was transferred to the Naval Training Center, Great Lakes, Ill. She later served at Bainbridge, Md., and in Yokosuka, Japan.

In 1958 she became Deputy to the Director of the Waves and later became Director of Naval Personnel, Fifth Naval District. She remained there until her appointment as Director of the Waves.



HAIL AND FAREWELL—CAPT Rita Lenihan (l) has taken post as Director of Waves, succeeding CAPT Viola B. Sanders (r), who retired from Navy.



SMILE! YOU'RE ON COMBAT CAMERA!—Photographer's mate from Fleet Combat Camera Group shoots scenes in carrier's control approach room. *Right:* Part of Combat Camera's work is recording Marine amphibious assault drills.

eight months in WestPac. She logged more than 30,000 miles, took part in Operation Double Eagle, and carried equipment and troops to Vietnam. Her cargo included missiles, trucks, tanks, as well as *Swift* boats.

Also returning were *uss Polk County* (LST 1084), *Tioga County* (LST 1158), *Weiss* (APD 135), *Eldorado* (AGC 11), and *Skagit* (AKA 105).

The guided missile heavy cruiser *uss Canberra* (CAG 2) was another San Diego-based returnee. In her four-month WestPac cruise, she fired naval gunfire support missions, knocking out over 75 enemy structures. She fired over 1000 rounds in gun fire support from her eight-inch guns, the largest currently active in the Fleet.

The seaplane tender *uss Pine Island* (AV 12) traveled more than 30,000 miles during her nine-month deployment from San Diego. Her main job was operating a seadrome in Cam Ranh Bay in support of SP-5B *Marlins* involved in antisubmarine patrol and junk surveillance. As usual, *Salisbury Sound* (AV 13) relieved her. The two seaplane tenders take turns relieving each other from their respective tours with WestPac.

The ammunition ship *uss Wrangell* (AE 12) returned to Charleston, S.C., after nine months in the Far East. She supplied combatants with ammunition at sea 75 times, and handled nearly 7500 tons of ordnance.

Wrangell was underway 199 days out of the 269 she spent in WestPac.

Combat Cameramen Again

Want to buy a Pacific Fleet Mobile Photographic Unit shoulder patch? They're cheap. The Fleet Photo Unit in the Pacific has gone out of business.

However, the PacFlt Combat Camera Group is back in action. The name has changed but the photographers in Vietnam didn't miss a shot.

During World War II, when they were busy recording the major landings and naval engagements in both the European and Pacific theatres of war, the Navy's photographic units were called Combat Camera Groups.

During the years following the war, the units were disbanded. Then, in 1950, when North Korean forces invaded South Korea many Navy photographers were again assigned to Combat Camera Groups. In 1959 the title was changed to Mobile Photographic Unit—a name more descriptive of its peacetime mission.

The Vietnam crisis has put the PacFlt organization back into combat status.

Few major operations in the South China Sea area are missed by the glassy eyes of the combat unit. Recent missions have brought back film coverage of events ranging from launching of air strikes to the treatment of sick Vietnamese villagers by off-duty doctors and nurses.

Combat cameramen have flown with Navy aircraft on strike missions and accompanied the junk force boats and river assault groups on patrols in South Vietnam.

Many of the combat cameramen are graduates of a Navy-sponsored one-year course in cinematography at a university in southern California. Others are graduates of a Navy-sponsored year of study in photojournalism at Syracuse University. Many go on to receive special training, such as deep-sea divers' school or an aircrewman's course.

The Pacific Fleet group consists of 38 photographers and three journalists. They are homebased at North Island in San Diego, but most of their time is spent in Vietnam or aboard ships in South China Sea.

LTJG Adams and Sam

Lieutenant (jg) Robert F. Adams has found *Sam* somewhat of a bully.

Twice this past year, the 25-year-old fighter pilot was knocked out of the sky over North Vietnam, but he hasn't given up the fight.

His first encounter with the belligerent *Sam* (surface-to-air missile) was last October.

During a support mission near Haiphong, LTJG Adams' plane was hit. Though wounded, he headed for the Gulf of Tonkin where he ejected over the sea. His aircraft exploded in a ball of fire. He was rescued and later awarded the Purple Heart.

At that time, the Minneapolis flier was believed to be the first pilot in Vietnam to have survived a hit by a *Sam* missile.

Nine months later he was flying an F8E *Crusader* jet with Fighter Squadron 162 from the carrier *uss Oriskany* (CVA 34). His mission carried him over the same enemy



IT'S LIKE THIS—Swift Boat division commander discusses Operation Market Time with Secretary of the Navy Paul H. Nitze and his party at Cam Ranh Bay.

territory against an oil storage depot. Below him the *Sam* sites began firing and he was unable to avoid being hit.

"My wingman reported a fire coming from my tailpipe and said to

head for the water," Adams explained.

But the fire spread too rapidly, causing the pilot to change course toward a desolate mountainous

region to steer clear of nearby villages.

The flaming *Crusader* swept toward the mountains at nearly 400 knots, losing altitude swiftly.

"I had one hand on the stick, the other on the face curtain so that in case the aircraft exploded I would already be in position," Adams recalled. "I came in at eye level with the mountain peak and ejected at about 400 or 500 feet."

As the chute opened, the jet crashed in flames into the mountain while LTJG Adams landed uninjured on the heavily wooded slope.

Soon afterward, he heard a loud-speaker blaring from a village close by and sought further seclusion on higher ground. In the meantime, he radioed his position to fellow pilots circling overhead.

The aircraft above kept a vigil over the downed pilot until a rescue helicopter arrived. It lifted him up through the trees to safety, carrying him back to *Oriskany*.

The returning pilot was accorded a hero's welcome. In return, as a measure of appreciation, LTJG Adams gave his rescuers the only North Vietnam souvenirs he was able to come by—four leaves from a small tree.

You can wager there is one Navy pilot who's ready, willing and eager for a rematch with *Sam*.

Big 'E' Stops Traffic

The welcome home was big enough even for *uss Enterprise* (CVAN 65). As the nuclear carrier entered San Francisco Bay on her way to her new home port at Naval Air Station Alameda, enthusiasts lined the Golden Gate Bridge to cheer her on.

Traffic reportedly backed up 12 miles from the bridge as drivers slowed to get a look at the biggest warship afloat. A flotilla of cabin cruisers, fire boats, and other small craft provided an escort.

The mayors of San Francisco, Oakland, and Alameda had proclaimed the day *Enterprise* day, and the hearty welcome was compared to the one received by the cruiser *San Francisco* when she returned home from World War II.

Welcoming messages included a 125-foot banner on the Golden Gate Bridge, an airborne streamer towed by Navy aircraft and, best of all, a variety of banners and posters identifying families on the pier.

Enterprise left Norfolk last October, for duty with the Seventh Fleet off the coast of Vietnam. The combat records began falling

soon after her arrival off Vietnam.

Pilots from Air Wing Nine, in six months of combat flying, flew 13,020 sorties, a record for a single deployment. Other records established include the greatest number of combat sorties in one day (177), and the largest total number of sorties in one day (211).

Other statistics are equally impressive. *Enterprise* aircraft delivered 8966 tons of ordnance during the cruise, and made 18,142 arrested landings on her deck.

Of a total 201 days at sea, *Enterprise* spent 130 of them on the line. The total number of days spent in port was 37, and largest number of consecutive days at sea reached 50.

Air Wing Nine pilots returned from the combat zone with a bucketful of decorations, including 36 Distinguished Flying Crosses, 23 Naval Commendation Medals, and two Purple Hearts. In addition, *Enterprise* has recommended two Silver Star Medals and 1330 Air Medals for the Air Wing's pilots.

Enterprise, in her first combat, earned her nickname—the Big E.

New Construction

The amphibious force dominated recent new ship activity with two (LPD) transport dock vessels launched and an (LPH) assault ship commissioned.

A patrol motor gunboat also joined the Fleet while an oceanographic research ship was launched and the keel of a new ammunition ship was laid.

uss Tripoli (LPH 10), commissioned at Philadelphia, is the second ship to commemorate the historic Marine engagement of 1805. Unlike her predecessor, an escort carrier of WW II, *Tripoli* is designed to embark, transport and land troops and their equipment by helicopter.

The two amphibious transport dock vessels launched are *Coronado* (LPD 11) on 30 Jul 1966 at Seattle, and *Dubuque* (LPD 8) on 6 Aug 1966 at Pascagoula, Miss.

These LPDs (named after explorers of America and for the cities named after explorers) are 570 feet long and displace 16,900 tons. They

will carry troops and equipment and are designed to operate transport helicopters, together with landing craft. *Dubuque* is scheduled for commissioning in June 1967, *Coronado* four months later.

Commissioned as a patrol motor gunboat at Tacoma, Wash., 6 Aug 1966, was *uss Asheville* (PGM 84). She is powered by a gas turbine/diesel engine and carries one three-inch/50-caliber mount, one 40mm gun and two 50-caliber machine guns atop her 165-foot deck.

USNS *John R. Bartlett* (AGOR 18), launched at Portland, Ore., was named for Rear Admiral Bartlett, noted scientist in hydrographic and oceanographic survey work. The research ship will be controlled by MSTs and carry a Civil Service marine crew.

Off the drawing board and into construction at Quincy, Mass., is a new ammunition ship, *Butte* (AE 27). This new member of the Service Force family is being equipped with automatic shuttle-transfer systems that will permit her to transfer simultaneously to two ships alongside. She will also carry helicopters for distant deliveries.

The 564-foot ship, named for Butte, Mont., will displace 17,940 tons and carry a crew of 400. *Butte* is expected to join the Fleet early in 1968. Her predecessor, a WW II attack transport, served as a target for atomic bomb tests.

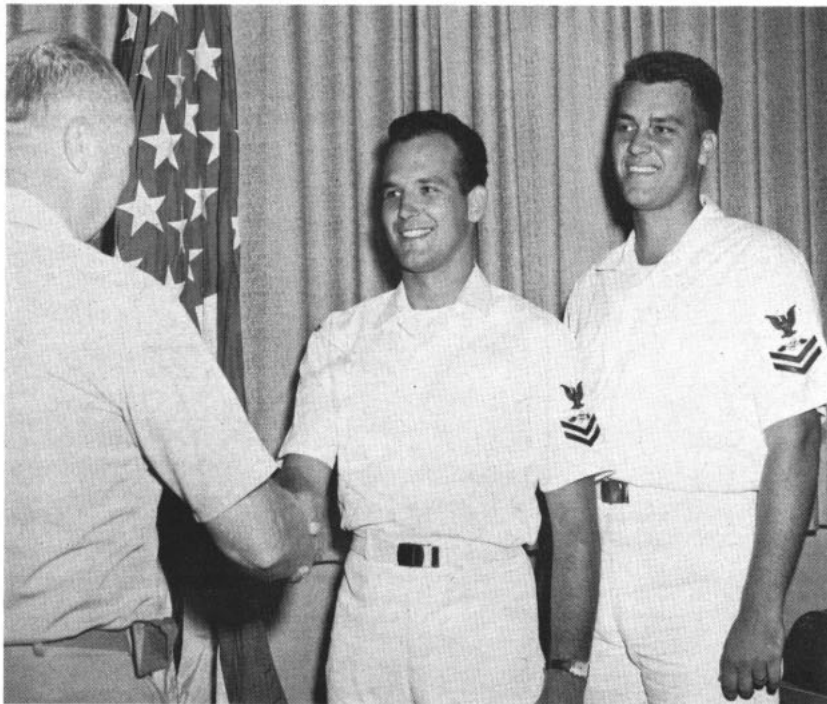
Deep Diving Submarines

Two deep-diving research and work submarines will be built for the U.S. Navy's Atlantic Undersea Test and Evaluation Center and for the Office of Naval Research under a contract awarded by the Naval Ship Systems Command.

They will be known as *Autec I* and *Alvin II*.

The identical two-man craft will have a depth capability of 6500 feet and an underwater endurance of eight hours. They will be constructed and equipped in a manner that will enable them to perform a wide variety of underwater assignments for the Center.

Each of the 25-foot-long vessels will be equipped with two manipulators, or mechanical arms, that will enable the craft to perform underwater work. Other equipment will include lights and closed circuit television system, cameras, obstacle avoidance sonar, a fathometer and



SHORT SECONDS—G. E. Adkins and H. C. Leeper receive skipper's congratulations on fast climb to E-5. They made AT2 in 30 and 36 months, respectively.

redundant underwater communications systems.

Electrically driven side pods will enable the submarines to thrust forward or hover. A lead acid battery will provide prime power for each vessel's electrohydraulic propulsion system.

The two submarines will be constructed of HY-100 steel, an advanced version of the steel used in today's nuclear-powered military submarines. The pressure spheres in which the crews are stationed will be detachable from the vessels' ballast weights, batteries, and manipulators for safety purposes. Dropping this weight would enable the spheres to rise to the surface through their own buoyancy.

The two vessels are scheduled for completion in about 18 months.

Recently a pair of two-man subsimmers *Star II* and *Star III*, were launched by the contracting shipbuilder in its own undersea technology programs. The same contractor is now designing and building *NR-1*, the first nuclear-powered research submarine, for the Navy.

In addition, *Asherah*, a two-man archaeological research vessel, has been built for the University of Pennsylvania, and *Aluminaut*, an all-aluminum vessel designed to dive to 15,000 feet, has been constructed for industrial research and use.

Hot Time at Miramar

New and better firefighting equipment, chemicals and techniques have always been high on the Navy's list of desirable improvements. Those in charge of such innovations have recently met with some spectacular successes.

To prove the point, a group of engineers from the Naval Research Laboratory in Washington, D.C., arranged for a series of evaluations to be conducted at NAS Miramar, Calif. After two weeks of testing, the time was ripe for the grand finale.

A 150-foot square diked area was prepared, and into it was pumped 10,000 gallons of JP-5 jet fuel. While everyone stood clear, the liquid was ignited. The resulting pillar of black smoke and flames could be seen for miles.

Within three minutes the fire was under control.

Those responsible for the quick work: Seven firemen from the air station's fire department who used a newly developed extinguishing agent, a Light Water foam which seals off the surface of fuel fires and cuts off the oxygen supply.

Three firefighting trucks were used. One was an experimental jet-powered vehicle currently undergoing evaluation at Miramar.



SURVEYED picket boat was reworked into fishing boat by USS *Yellowstone*.

Bluejacket I Joins Flotilla

Seafaring sport fishermen of Charleston's destroyer forces enjoy an air of prestige, thanks to the ingenuity of crew members of USS *Yellowstone* (AD 27).

They have their own "deluxe" fishing boat, christened *Bluejacket I*. The deluxe effect is derived from a combination of surveyed equipment and scrap items, plus voluntary time, enthusiasm and a sizable sprinkling of the forementioned ingenuity.

Described as "fit for a (sea)king," the inboard craft was converted from a surveyed picket boat provided by Cruiser-Destroyer Flotilla Six.

The work was accomplished by members of the crew who volunteered their time during off duty

hours while the tender was in her home port of Mayport, Fla.

The completed craft was transported back to Charleston. An example of tender-can-do.

Peripatetic Shipyard

It was midday when the seven-vehicle convoy rolled out of Saigon, heading southwest. The destination was Long Xuyen, a community of 3000 located about 75 miles inland on the Bassac River.

There were 12 Navymen in the convoy, plus enough supplies to help set them up in the shipyard business. Long Xuyen (pronounced Long Zwin) was to become a repair and support base for a group of U.S. Navy river patrol boats.

The supplies included small arms and two 30-caliber machine guns.

Although Long Xuyen is in a pacified zone it is still subjected to occasional harassment by the Viet Cong. Other supplies included fuel, food and general housekeeping gear.

The convoy arrived on schedule and without incident. A few days later it was reinforced by more than 20 men and resupplied with food and construction material.

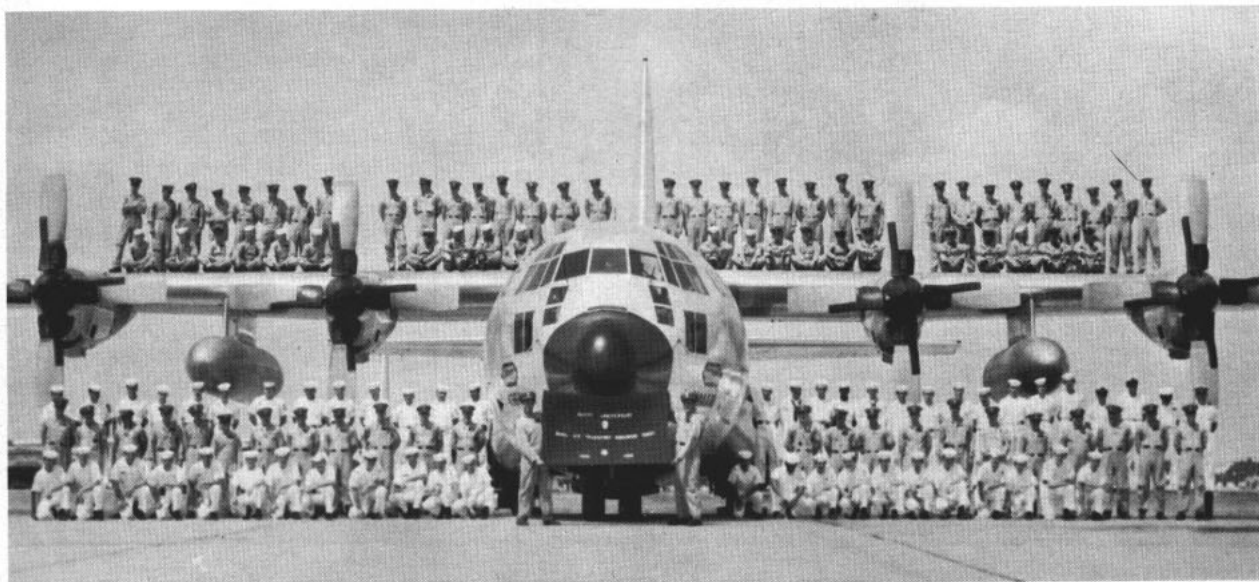
Most of the construction equipment and other paraphernalia was brought overland from the support base at Can Tho, some 40 miles distant. New arrivals and small amounts of additional supplies were flown into an airfield about three miles from Long Xuyen. In the future, material will also move by water.

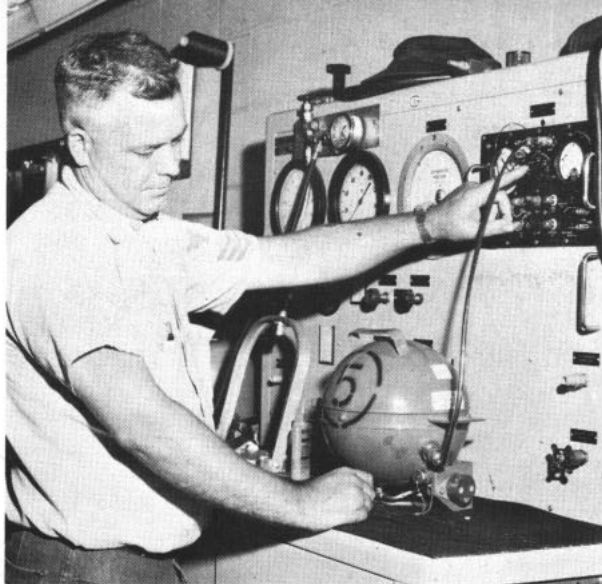
The river boat facility is situated within the town on land once used by the Vietnamese Army. A pontoon pier and boat ramp were built and several old buildings were renovated for use as warehouses. The Navy leased a nearby hotel for the boat crews' living quarters.

When completed, the Long Xuyen facility will support a group of river patrol boats (PBRs). The boats will maintain control of the waterway, preventing its use as a Viet Cong supply route.

Most men at the PBR base are experts on the operation and repair of the PBRs. Lieutenant Paul E. Greene, who came to the site with the original convoy, is in charge of the detachment. Senior Chief Storekeeper Joe Knight is second in command.

BIRTHDAY PORTRAIT—Naval Air Transport Squadron Three (VR-3) marked 24th birthday with picnic and the above portrait photo of 131 of its men. An additional 20 crews were on missions. VR-3 serves Military Airlift Command.





THE TEST—J. W. Inzer, PR1, checks oxygen equipment. *Rt:* Loft men are instructed by J. H. Blankenship, PRC.

'PR' STANDS FOR:

Aircrew Survival Equipmentman

IN THE MIDDLE AGES when men like Leonardo Da Vinci dreamed of soaring into the heights in a flying machine the problem of what to do in case their machine failed was also considered.

Da Vinci, in his foresight, saw the need for a safe, sure method of descending to the earth in case of mechanical trouble and developed the forerunner of today's parachute.

Through the years the parachute has changed considerably from this Italian inventor's flimsy, box-shaped design and has become an instrument of survival in the Navy's air arm as well as a means of recreation to many.

At the Naval Auxiliary Air Station, Meridian, Miss., hundreds of new pilots are trained each year for duty with the Fleet's jet powered air force. To the 12 aircrew survival equipmentmen (formerly parachute riggers) of the station's Parachute Loft, safety and survival are synonymous in their daily job.

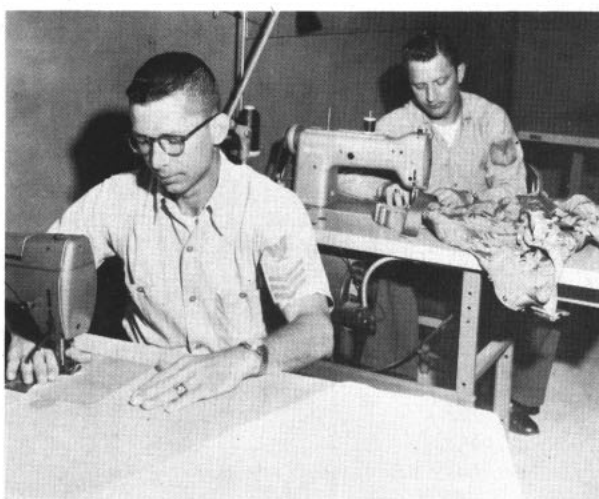
Every month the men of the Parachute Loft supply

Training Squadrons Seven and Nine with 150 parachutes for training flights in the T-2A *Buckeye*. The T-2A is the single engine jet used at the Meridian station to train naval aviators of the future. The parachutes in the aircraft are the ejection-seat type and are equipped with survival gear for over-water flight. The kits are equipped with a small life raft, flares, nylon line, a signal mirror, a seawater still, water storage bag, a poncho and dye markers.

In addition to the packing for jet flights the Parachute Loft also maintains chest-type parachutes for use in prop-type aircraft and helicopters that are flown by station personnel. All flight clothing for students and oxygen equipment for use in jet trainers are issued from the Parachute Loft.

Each parachute is inspected for damage and repacked every 91 days by the Parachute Loft crew whether used or not. Every chute is aired and dried in the huge drying tower to prevent mildew during storage before being readied for service again.

WELL EQUIPPED—Flight gear is issued by D. R. Hubbard, PR3. *Rt:* E. P. Wall, PR1, and E. R. Clark, PR3, make repairs.



Mermen Excel in Fresh Water Too

NO ALL-NAVY Swimming Championship was held this year, but the resulting East and West Coast meets lost little of the competitive excitement, as two new records were set and several more assaulted.

Here's how it went in the two contests:

East Coast

Harry Wickens, Tom Scanlon and Bill Bishop, all swimming for COMPHIBLANT, boosted the perennial favorites to a 33-point victory over second-place Great Lakes in the East Coast championships, as the Gators won seven of the nine events.

Though only one Great Lakes swimmer won an event, the Lakers scored enough total points to surpass third-place ComOne.

The meet was held at NAS Quonset Point, R. I.

Wickens led the Gator charge by winning three events and figuring in two team wins. In the first final event of the meet, the 400-meter individual medley, Wickens covered the distance in 5:57.6.

Teammate Bishop placed second in 6:05.3, barely ahead of Francis Fox of Great Lakes, who was also clocked in at 6:05.3.

Fox and Larry Twomey, also of Great Lakes, picked up the first two positions in the 100-meter freestyle event, which turned out to be the closest race of the meet. Fox won in 1:02.5, just a fingernail ahead of Twomey, who was clocked at 1:02.6. In third place, at 1:02.9, was Scanlon, followed by Ronald Yeaw, COMPHIBLANT, at 1:04.6.

In the 200-meter breaststroke, Tom Scanlon picked up his first win

with a time of 3:03.6.

Wickens followed suit with another Gator win in the 200-meter backstroke, nearly five seconds ahead of Jon Russell, ComOne.

Bill Bishop bucked his way through the 200-meter butterfly for a third straight COMPHIBLANT gold medal, an easy 16 seconds in front of Larry Twomey.

In the only diving event of the meet, Dick Bouchee scored 340.65 points from the meter-board to give ComOne its only win. Marshall Weir, COMPHIBLANT, was second with 320.60 points.

After the divers had cleared the pool, COMPHIBLANT took over again and won the last three events. The Gator "A" Team of Yeaw, Bishop, Scanlon and Wickens turned in a time of 4:18.5 to beat the Great Lakes "A" Team by just under four seconds in the 400-meter freestyle relay.

Wickens then won his third individual title with an easy time of 5:07.5 in the 400-meter freestyle, nearly half a minute off his All-Navy record time of last year. Scanlon and Bishop added more points to the Gator score with second and third place finishes in the event.

In the last race, the 400-meter medley relay, the COMPHIBLANT swimmers demonstrated that their prowess as shown in the individual events was even greater when used collectively. Wickens, who won the backstroke, started the race for the Gators. He was followed by Scanlon, the breaststroke winner; Bishop, the butterfly champion; and Yeaw, who led off for the Gators in the freestyle relay. Their 4:52.3 swim was more

than 17 seconds faster than second-place ComOne.

And it was a fitting way for the champs to end the meet they dominated.

West Coast

The West Coast championships were an all-out rout, with—you guessed it—the Com 11 swimmers, liberally salted with NTC San Diego men, on top. The Com 11 crew set two All-Navy records, won 10 of the 11 events and compiled a phenomenal score of 172 points in the NAS Miramar pool.

Com 14 won second-place honors with 19 points. Com 12 was a close third with 17.

In the 400-meter medley relay, commonly thought of as the "Big Race," the Com 11 "A" Team made it even bigger by chopping two and a half seconds off the old All-Navy record, lowering it to 4:36.7. The record-setters included Jim Massan, Commander Ransom J. Arthur (who doubled as Com 11 coach), Mike Troy and Bill Thurman.

The Com 11 tankers gave a good show of strength in the record event, as the "B" Team finished second, followed by the "C" Team.

The old mark of 4:39.2 was set last year by the South Atlantic team.

Massan, one of CDR Arthur's boy wonders from NTC San Diego, climaxed his season's work with a new All-Navy record in the backstroke. His time of 2:28.4 was over six seconds below the record set by Lieutenant (jg) Phil Mayher last year.

Massan was bolstered by teammates Farwell, Greg Herrick and Tim Ward, who finished in that order.

Individual scoring in the meet was balanced—just about everyone on the Com 11 team won something. And the strong Com 11 swimmers placed 1-2-3 in five events, as they paced each other toward fast times.

Bill Thurman, a constructionman from Port Hueneme, was another individual star for Com 11. Like Harry Wickens on the East Coast, Thurman won three individual titles and contributed to two more victories as anchor man in team events.

Thurman chalked up a win in the 100-meter freestyle with a time of :59.7, within two seconds of the

Here Are the Winners in East and West Coast Swimming

Event	East Winner	Time	West Winner	Time	Record
100-Meter Freestyle	Fox	1:02.5	Thurman	:59.7	:57.8
200-Meter Backstroke	Wickens	2:40.8	*Massan	2:28.4	2:34.7
200-Meter Breaststroke	Scanlon	3:03.6	Naylor	2:55.0	2:52.0
200-Meter Butterfly	Bishop	2:49.1	Troy	2:38.4	2:36.9
400-Meter Freestyle	Wickens	5:07.5	Thurman	4:56.7	4:42.0
400-Meter Freestyle Relay	ComPhibLant	4:18.5	Com 11 "A" Team	4:05.5	4:01.6
400-Meter Individual Medley	Wickens	5:57.6	Schuchman	5:48.0	5:33.3
400-Meter Medley Relay	ComPhibLant	4:52.3	*Com 11 "A" Team	4:36.7	4:39.2
1500-Meter Freestyle	**		Thurman	20:10.5	19:25.6
One-Meter Diving	Bouchee (340.65 Pts.)		Quintana (380.20 Pts.)		-----
Three-Meter Diving	**		Quintana (388.96 Pts.)		-----

* Denotes new All-Navy Record

** No comparable event held in East Coast competition

All-Navy record. He was followed to the finish by Bruce Von Borstell, Richard Farwell and Al Hubbard, all of Com 11.

In the 400-meter freestyle, Thurman beat teammate Don Schuchman to the final wall with a time of 4:56.7. Volker Erbe, Com 12, finished third.

Thurman also won a gold medal in the grueling 1500-meter freestyle, again beating former All-Navy champ Schuchman and Teammate Jim Massan. Thurman was clocked in 20:10.5.

Lieutenant (jg) Frank Naylor, swimming for Com 14, broke the Com 11 monopoly long enough to win the 200-meter breaststroke in 2:55.0, just three seconds off the existing record. Thomas Marazzi, also of Com 14, finished second.

In the diving competition, the first four finishers kept their respective places in both one-and three-meter events. J. Quintana, Com 11, clearly outclassed his opponents, amassing 380.30 points from the meter-board. In second place, with 296.10 points, was Michael DeHart, of Com 12. Ray Lockhart and Ron Sledge, both of Com 11, finished third and fourth.

Quintana and DeHart were just as consistent in the three-meter event. Quintana sliced gracefully into the water for 388.95 points and another gold medal. DeHart placed second with 294.80 points.

Mike Troy missed the All-Navy record by a second and a half as he turned in a time of 2:38.4 in the 200-meter butterfly to add more points to Com 11's mounting pile. Marazzi was second for Com 14 and Phil Cordon, Com 11, was third.

Former All-Navy record-holder Don Schuchman led still another Com 11 attack by winning the 400-meter individual medley. Teammates Mike Troy and Phil Cordon finished second and third, respectively, giving CDR Arthur's tankers a clean sweep in the event.

The you-know-whos performed another alphabetical win in the 400-meter freestyle relay, with the "A" Team winning in 4:05.5, less than four seconds away from a new record. The "B" and "C" Teams finished in that order, followed by the Com 12 "A" Team.

For the Com 11 tankers, the sun was bright over the smooth waters of the Miramar pool. But for the other teams, the weather was overcast and the water choppy.

—Kelly Gilbert, JO2, USN

FROM THE SIDELINES

A LITTLE over a year ago, the go-kart club at NAAS Chase Field, Texas, was given a parcel of land on which to build a go-kart track. Great for off-duty recreation. The coming thing, and all that.

So the boys went to work. Armed with an abundance of enthusiasm they set out to conquer all sorts of obstacles.

Once the track was laid out, the land had to be cleared. This was accomplished by dragging a homemade scraper and a length of chain around and around the course. Squadron tow tractors were loaned for the project.

At last a path could be seen through the weeds, and the

military sailing associations.

NJSC hopes to make the regatta an annual event.

★ ★ ★

Sailing can be a very enjoyable pastime, with a little effort. Many stateside naval stations — and a few overseas bases — have sailing clubs where you can learn the ancient tricks of the trade.

What could be more natural for sailors?

★ ★ ★

The mention of archery may evoke thoughts of William Tell and Robin Hood in most people, but a group of Navy-men at Memphis see it differently. They tell us the sport will soon receive international



racing started. Eventually the dusty track was transformed into a good dirt track. And the racing went on.

Until someone pointed out that the track was inside the safety perimeter of the ammunition magazine.

So, after finding another usable area of the base, our undaunted heroes went to work on another track. They are an industrious lot, and they proved it — again.

★ ★ ★

While we're on the subject of starting things, plans are in the offing for a Navy Day Regatta by the Navy Jacksonville Sailing Club, a facility of NAS Jacksonville, Fla.

Trophies will be given to individual class winners in the three-race series. Competition is open to the general public as well as to armed forces personnel, and entries are expected from local Florida, Georgia and Alabama sailing clubs in addition to several

recognition when it becomes an Olympic event in 1972.

The Flying Bowmen, a group of archers at NAS Memphis, is now about 60 strong. For their off-duty recreation, they have two outdoor ranges on the base. One of them is a 14-target range that meets all the standards of the National Field Archery Association.

In addition to two or three club shoots a month, the Flying Bowmen also act as hosts to an annual area tournament which draws about 100 archers from the Tennessee-Mississippi-Arkansas area.

Chief Aviation Electronics Technician Tom Page is president of the club. Page sports a natural zeal for the club and its activities — so much so that he sold his golf clubs and has cut down on his bowling.

With that kind of action going for them, maybe archery will hit the All-Navy ranks someday.

—Kelly Gilbert, JO2, USN



"... But ... doesn't he know ... the Good Guys wear white hats?"

THIRD

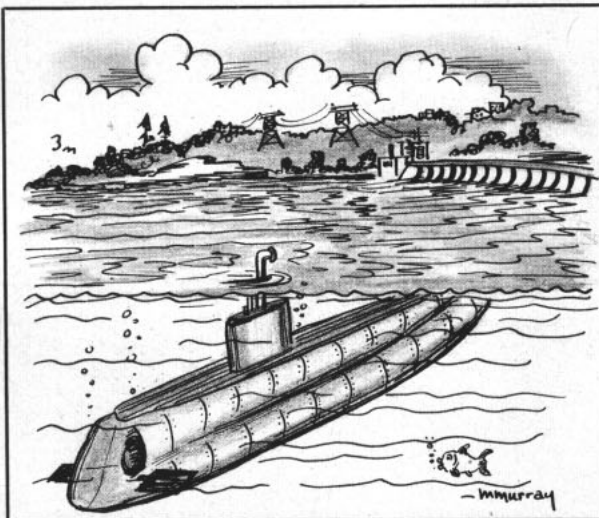
Joel B. Little, AC2, USN



"Do any instructions come with it?"

FOURTH

LT Melville C. Murray, SC, USNR



"Torpedo the dam, and full speed ahead."



"Are you Victor Charlie?"

All-Navy Cartoons

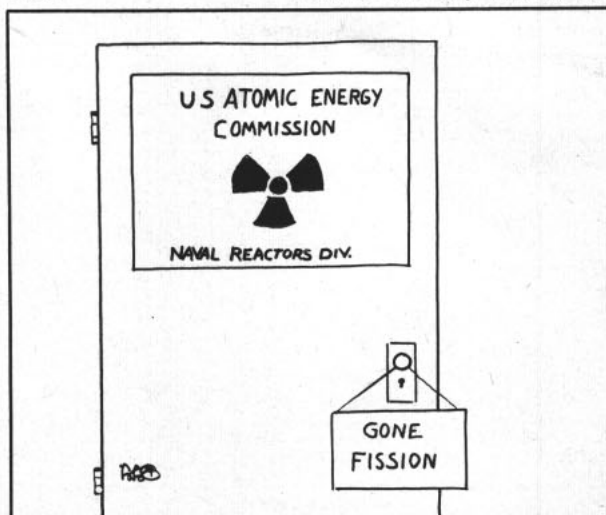
HERE ARE THE winning entries in the 11th All-Navy Cartoon Contest. As in the past, the Bureau of Naval Personnel sponsored the annual competition through its recreational program and, as usual, hundreds of sidesplitters were received from Navymen around the world.

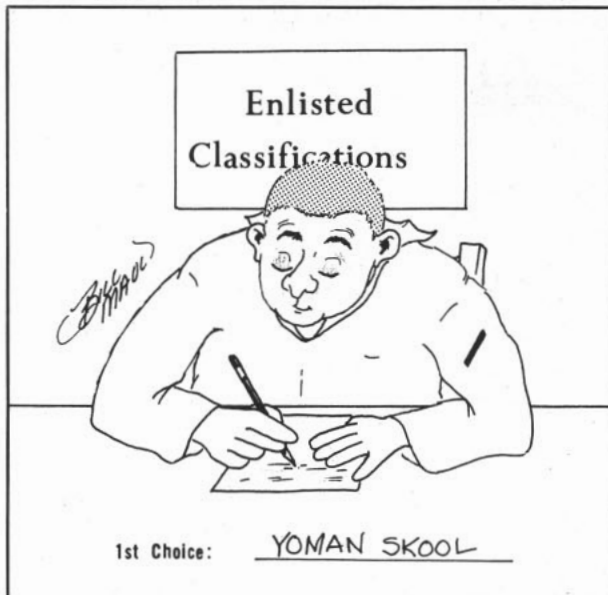
The contest offers active duty naval personnel and their dependents an opportunity to exhibit their talent for cartoon humor. Entries are submitted to BuPers with a signed statement by the cartoonist that, to the best of his knowledge, both the idea and the drawing are his own original work.

A panel of judges is selected from among active duty naval personnel assigned to the Bureau. After the contest deadline, they meet to review the entries. The panel chairman sets the ground rules for judging.

FIFTH

David G. Garraway, EM1(SS), USN





This year, the five All-Navy judges ranged in rank from commander to seaman apprentice, and each contributed his own concept of the tops in humor. During the first review they narrowed the entries from several hundred down to about 40 finalists, then each judge assigned a point value of from one to 10.

Because some cartoonists are perennially prolific with guffaw sketches of Navy situations, each entrant in this year's contest was limited to one possible place in the winning and honorable mention categories. You'll recognize some familiar names and many new ones.

Entries this year again displayed the Navyman's ability to see the humorous side of almost every situation. Other cartoons submitted for the contest will continue to be run in ALL HANDS during the coming year.

Appropriate All-Navy championship awards, furnished by the Chief of Naval Personnel, will be forwarded to the respective commanding officers for presentation to the winners. Runners-up will receive certificates.



"You . . . ah . . . been a chief for long?"



"Stand by for shotline!"

"Shotline secured."



"Sportiest ASW captain I've ever met."



"And when the captain is around, you call me Chief, not Master, understand?"

SERVICESCOPE

Brief news items about other branches of the armed services.



ARMY STEVEDORES load supplies aboard Navy ship as part of training stint with Atlantic Fleet amphibious ships.

SOLDIERS LEARNING to be stevedores have been using Navy amphibious ships for training in a joint project of the Army Transportation Center at Fort Eustis, Va., and the Atlantic Fleet Amphibious Force.

Nearly 1000 soldiers have already received training aboard four ships in the infant program, which was expected to last for several weeks.

With Navy experts demonstrating techniques and standing by to help when needed, the groups of soldiers spend five days learning to move cargo from shore to ship and back to shore. They use landing craft and Army LARCs to load one ship, then move to another ship and take its cargo ashore.

The soldier-stevedores work in two sessions, trading shifts so all of them will get both night and day experience. Surprise "attacks" and field problems add to the curriculum.

All of the Army participants have received four weeks of transportation and stevedore training before they

reach the ships, which gives them the advantage of knowing some of the problems involved in cargo handling before they begin work with the Navymen.

According to Senior Chief Boatswain's Mate R. J. Abby, who has helped train the groups aboard one ship, this pre-training has also helped his men become more safety conscious while they polish their own skills.

After the shipboard training, the soldiers become members of transportation units sometimes charged with shipping military cargo to all points of the globe.

The four ships involved in the training are *uss Rankin* (AKA 103), *Yancey* (AKA 93), *Algol* (AKA 54) and *Uvalde* (AKA 88). Two others, *Arneb* (AKA 56) and *Vermilion* (AKA 107) are scheduled to participate in the interservice project.

★ ★ ★

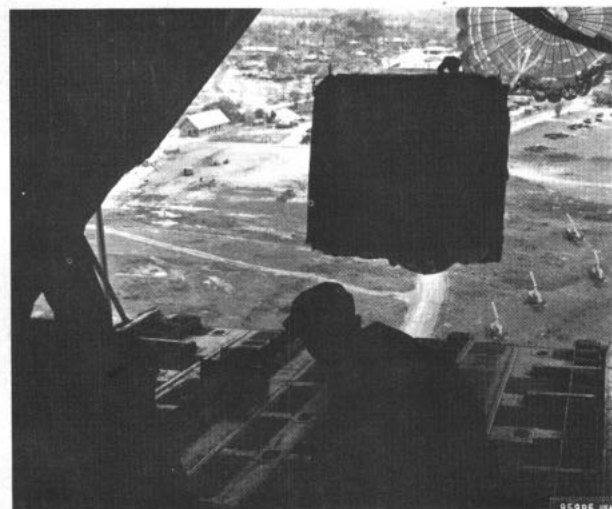
A NEW LORAN C NETWORK has been added to the Coast Guard's worldwide air-sea navigation aid system. The new Southeast Asia Network will give highly accurate navigational information to aircraft and shipping operating in the Vietnam area.

Sattahip, Thailand, 80 miles southeast of Bangkok is the site for the master station. There are also two subsidiary or "slave stations," one at Lampang in north central Thailand near the Burma border and the other on Con Son Island, about 50 miles off the southern tip of Vietnam. All stations will be manned by Coastguardsmen.

The basic principle of Loran is as follows: The master station transmits groups of pulses which are disseminated in all directions. The slave stations receive the master pulse groups and transmit similar groups of pulses which are accurately synchronized with the signals received from the master station. The constant time differences between the reception of the master pulses and the corresponding slave pulses establish the Loran line-of-position. Loran C groundwave coverage extends to approximately 1200 nautical miles.

The Coast Guard now has seven Loran C networks circling the globe: North Atlantic Network, East Coast Network, Norwegian Network, Mediterranean Net-

LOW DELIVERY—Cargo is delivered to Army division via Low Altitude Parachute Extraction System (LAPES) by Air Force *Hercules*. Platform-mounted loads are pulled from plane at altitude of five feet in narrow drop zones.



work; North Pacific Network, Central Pacific Network, Northwest Pacific Network, and the new Southeast Asia Network.

★ ★ ★

THE RECENTLY CREATED billet of Sergeant Major of the Army has been filled by William O. Wooldridge. He was selected from nominations by major Army commanders throughout the world.

Sergeant Major Wooldridge will act as senior enlisted advisor to the Chief of Staff and as consultant on problems affecting enlisted personnel. These will include professional education, growth and advancement of noncommissioned officers, morale, training, pay, promotion and other matters.

Sergeant Major Wooldridge will also be available to present the enlisted viewpoint on Department of the Army boards and committees.

Sergeant Major is the title traditionally used to denote the senior enlisted position in United States Army units. There are, in fact, more than 4700 such positions. This, however, is the first time a Sergeant Major of the Army has been designated.

The position is similar to that proposed by the Secretary of the Navy's Task Force on Retention which calls for a Leading Chief Petty Officer of the Navy (LCPO). The task force also recommended establishment of additional billets for senior chiefs in Fleet and type commands and between district staffs to provide a direct dialogue channel between enlisted personnel and the LCPO.

★ ★ ★

TWENTY HC-130H *Hercules* aircraft and 17 HH-3E helicopters are being modified by the Air Force to enable them to link up for air-to-air refueling. Thus the HH-3E, which is used by the Aerospace Rescue and Recovery Service, Military Airlift Command, will have its range (currently about 700 miles) extended several times.

The *Hercules* is the first production aircraft equipped for air-to-air refueling of helicopters, and the HH-3E will be the first helicopter capable of being refueled in flight using conventional refueling methods.

The inflight refueling operation is possible because of the speed of the CH-3C. Since it can fly at speeds up to 140 knots, it can keep up with the tanker, and normal formation flight is possible—that is, with the tanker trailing the hose behind.

When the helo has reached the trailing hose, it can reduce power by one-third that first required to fly formation with the tanker. As it reaches the trailing position, the tanker's airflow literally drags the helo along with it—a phenomenon similar to that of "drafting" in automobile racing.

★ ★ ★

A UNIFORM FOR THE FUTURE is being developed by the Army. It is designed to give combat troops the most protection possible against chemical, biological and radiological agents. It will also protect the wearer against thermal radiation and fragments from high velocity missiles.

The experimental uniform can be worn in all climates. A built-in heat regulating device maintains a desirable



FLEXWING PARACHUTE designed for controlled placement of heavy equipment is tested by Army at Ft. Bragg.

temperature for the wearer regardless of his activity or surrounding climatic conditions.

To keep the combat soldier in thermal balance, conditioned air is circulated within the clothing.

The uniform consists of head gear, shoes and gloves and the integrated heat regulation unit.

The current prototype of the uniform weighs about 37 pounds. However, the weight and bulk probably will be substantially reduced through continuing research.

BUT . . . BUT . . .—Coast Guard team captain protests ruling of Interservice Rifle Championships' official against use of 81mm mortar with .50-cal machine gun riding piggyback. Most entrants in meet used .30-caliber rifles.



SIX U.S. AIR FORCE reconnaissance squadrons which have been based in France are being relocated as a result of French actions relating to the removal of U.S. ground and air forces from that nation.

Three of the six were scheduled to be moved to bases in the United Kingdom, utilizing air bases at Upper Heyford and Alconbury. A fourth squadron will be inactivated, as was previously scheduled.

The other two were brought back to the U.S., with provisions for dual basing in the U.S. and Germany. One has moved to Mountain Home Air Force Base, Idaho, and will be maintained in combat readiness status to deploy to Europe, using alternate facilities at Ramstein, Germany. The other squadron is assigned to Shaw Air Force Base, S.C. Since this squadron has a training assignment which would affect its combat readiness status, another squadron based at Stewart Air Force Base, N.Y., has been committed to NATO. Its forward base is at Sembach, Germany.

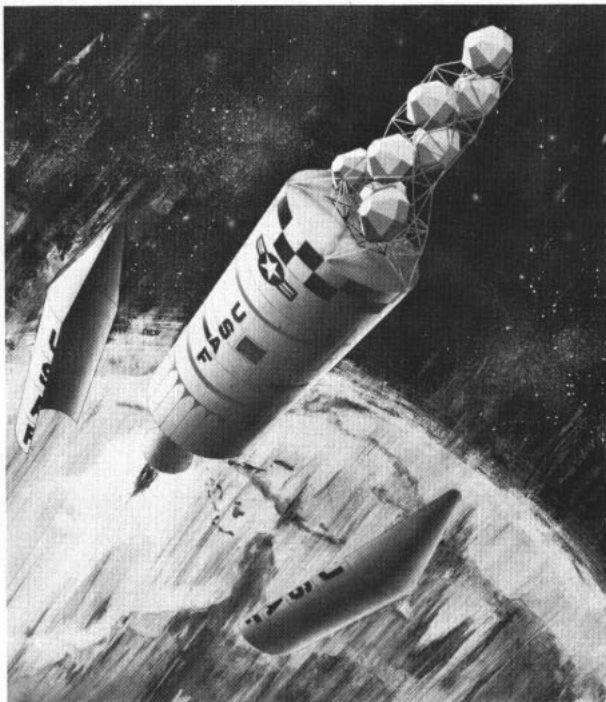
The United States has had in Europe nine reconnaissance squadrons, including the six located in France. One of the nine was there temporarily in connection with the introduction of the newer RF 4C aircraft to the U.S. air forces in Europe.

The net result of the relocations from France will be that the United States will meet its commitment of eight reconnaissance squadrons to NATO with six based in Europe and two home-based in the United States with alternate facilities in Europe.

The relocations were scheduled to commence in August and be completed this month.

★ ★ ★

BACK IN THE SUMMER of 1964, the Coast Guard's lightship *Scotland* (WLG 512), stationed off Sandy Hook, N.J., fell victim to automation. She was temporarily replaced by a nine-foot buoy intended as a



GETTING READY—Elements of 1st Cavalry Division set up 105mm howitzers during Vietnam search and destroy ops.

stopgap until something more appropriate could be found.

As was suspected at the time, setting up the nine-footer to replace *Scotland* was like sending a buoy to do a man's job. What was needed—if not a man—was at least a bigger buoy and the Coast Guard is having one built right now.

The new buoy, which will be delivered next summer, will be 40 feet in diameter and weigh 50 tons. Plans call for a 33-foot high superstructure which will contain a 5000-candlepower light visible for 10 miles in clear weather.

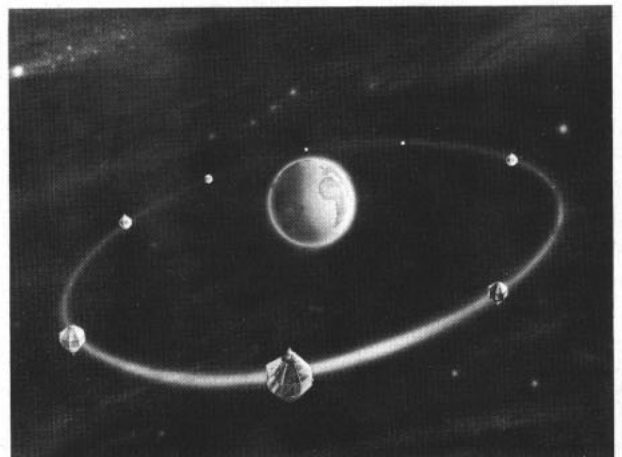
The buoy will also have a foghorn which can be heard for two miles and a radio beacon with a 15-mile range.

All this navigation equipment will be powered by propane-fueled engine generators and nickel-cadmium battery banks located in the buoy's hull.

Once in place, the buoy should not require tending until its fuel runs out which should occur after about one year.

The Coast Guard will be able to tell whether its big buoy is working properly by means of a shore-based control and monitoring system.

PROTECTIVE SHROUD falls away from *Titan III-C* rocket to allow for placement of communications satellites in space. Below: Globe-circling satellites were launched into 21,000-nautical-mile orbit by Air Force booster.



THE WORD

Frank, Authentic Career Information Of Special Interest—Straight from Headquarters

● **NAVY LCPO**—Early this fall the senior and master chief selection boards will nominate five master chief petty officers for the new Leading Chief Petty Officer of the Navy billet. The Chief of Naval Personnel will then choose the Navy's first LCPO from among the five candidates.

Establishment of a Leading Chief Petty Officer billet was recommended by the Secretary of the Navy's Retention Task Force. This recommendation urged the creation of a billet for the LCPO of the Navy and of additional billets for "senior" chiefs in Fleet and type commands and on district staffs.

As additional information becomes available you'll hear about it in ALL HANDS.

● **EMERGENCY DATA FORM** — A revision to the form used by Navy personnel which contains information needed in the event of an emergency or death has been issued by the Chief of Naval Personnel.

The changes to the Record of Emergency Data include the addition of spaces for the next of kin or the spouse, the location of a will or other valuable documents, and the religion of the service member.

The space formerly provided for naming a person not to be notified due to ill health has been eliminated. It is felt this latter information, if necessary, can be noted in the "Remarks" section on the reverse side of the form.

The revised form, designated NavPers 601-2 (Rev 11-65) is available for requisition through the Navy Supply System.

● **APPOINTMENTS WITH MAC**—Navymen with overseas orders are cautioned to report to the designated place of embarkation at the stipulated time. When military travel reservation holders fail to report, bottlenecks form at the transportation centers. This has become a problem in recent months.

Men—and their families—who miss their scheduled flight must then await transportation on a standby basis. As was pointed out in BuPers

Notice 4650 of 22 July, port calls (reservations with a specific departure time) are a modification of orders. Failure to report as directed is therefore a violation of orders.

Should extenuating circumstances arise, such as an unforeseen delay in transportation en route to the terminal or an extension of leave, you should communicate directly with the appropriate naval activity (listed in BuPers Inst. 4650.14A). The reservation may then be canceled and a new one assigned.

Men who want to end their leave one or more days before the date of their scheduled departure should report to the naval activity nearest the airlift terminal.

For further information concerning the port call procedures see "Port Call—Here's How You Go Via MSTs and MAC," ALL HANDS, June 1966, page two. For specifics contact your local personnel or transportation office.

● **PAY RAISE**—Queries are still being received regarding the 3.2 per cent pay increase signed into law 18 July. This law applies to all Navy and Marine Corps active and Re-

Updating Shipyards

The Naval Ship Systems Command has taken the first step toward modernization of all naval shipyards.

First phase of the program is a study of the Philadelphia and Long Beach yards, to determine how best to improve or replace their existing equipment and increase operating efficiency.

The special group formed to implement the program will then study the remaining shipyards and determine how each can be improved.

The newest of the naval shipyards is the one at Long Beach, authorized in 1940; however, a number of naval shipyards date back to 1801 and others are over 100 years old.

In total, the naval shipyards today represent a capital investment of over one billion dollars, employ about 85,000 people, and are performing services valued at a billion dollars annually for the Fleet.

serve members, and was made payable retroactive to 1 July.

As for those persons who were separated from active duty or transferred to the Fleet Reserve between 1-19 July, they will receive supplementary pay covering their active duty service. Those individuals separated or transferred to the Fleet Reserve on or after 20 July are paid on the basis of the new pay scale.

Reserve members, both active and inactive, qualify for the increase from 1 July with claims being processed by the Navy Finance Center in Cleveland and the Disbursing Office of the Marine Corps Reserve Data Services Center, Kansas City.

The basic monthly pay for Naval Academy Midshipmen, Aviation Cadets, and NROTC students on active duty for training has been increased to \$151.95.

Alnav 44 contained specific information regarding the pay increase.

● **BENEFIT INCREASE**—The Navy Mutual Aid Association has increased the additional death benefits of its members by \$500. The total death benefit, as a result, was raised from \$11,000 to \$11,500.

Paid-up benefits of less than \$7500, terminated by death, will be increased by 53½ per cent. The additional death benefit, however, does not increase the loan or surrender values of memberships.

The additional aviation premium which is required from all members under age 45 who receive flight pay is not changed. The total death benefit of \$11,500 is equally applicable to their memberships.

Officers who wish additional information should address their inquiries to the Navy Mutual Aid Association, Navy Department, Washington, D. C. 20370.

● **DEPENDENT TRAVEL**—Transportation of dependents aboard MSTs ships has been terminated, indefinitely. However, travel to Europe or Pacific areas will continue by either air or commercial vessel.

Trans-Atlantic sailings of MSTs transports ended in August when the five ships of that fleet were reassigned to the Pacific, making a total of 16 MSTs transports in that area. Those ships transferred are USNS *General S. B. Buckner* (T-AP 123), *General Maurice Rose* (T-AP 126), *Geiger* (T-AP 197), *General A. M. Patch* (T-AP 122), and *General William O. Darby* (T-AP 127).

THE BULLETIN BOARD

There's an Educational Program to Fit Every Man in the Navy

ALMOST EVERYONE in the U. S. has gone to school for varying lengths of time. Most individuals believe a better education would help them to advance in their career.

For some, a better education may mean acquiring a high school diploma or its equivalent. To others, it means a few years of college work, or a college degree. To still others, it may mean all these things and more.

Navy men who are on the move much of the time have special problems connected with obtaining more education. There are, however, several programs designed to fit the needs of as many Navy men as possible. Here is a description of these programs and what they may offer you.

USAFI

One of the largest educational opportunities available to Navy men is offered by the United States Armed Forces Institute. Every active duty serviceman is eligible including service academy cadets and Reservists and National Guardsmen on active duty for 120 days or more.

One of the advantages USAFI offers you, the working Navy man, is the relative ease of obtaining an education. You don't have to leave your ship or station to pursue your studies because nearly all USAFI's curriculum is offered through correspondence courses. The only exceptions to this rule are pre-high schools and spoken language courses.

USAFI courses are inexpensive, too. The Armed Forces Institute charges only five dollars for enrollment which is payable when you submit your enrollment form (DD Form 305) to USAFI, Madison, Wis.

You must pay this fee only once, provided the last action in your USAFI file records the satisfactory completion of a course.

The United States Armed Forces Institute is a doorway through which Navy men can enroll in literally thousands of correspondence courses offered by about 50 colleges and universities. These courses are listed in a Department of Defense catalog called, logically enough, *Correspon-*

dence Courses Offered by Colleges and Universities Through the United States Armed Forces Institute. These correspondence courses provide a study program similar to that found in the first two years of college work.

Not all the courses listed in the booklet are on different subjects, as you will soon discover. The difference lies in the institutions offering them.

Each college course offered through USAFI has prerequisites which must be satisfied. These are listed in the catalog of the college offering the course.

Once your studies are underway, you have 24 months in which to complete them. Although a steady pace is recommended, this is not actually required. However, if you fail to submit a lesson within a 12-month period, you are dropped from the course.

Credits for USAFI courses are, as a rule, transferable to civilian educational institutions. If you plan to work toward a degree, you would be wise to consult the admissions officer at the institution from which you expect to graduate concerning those credits which can be transferred.

As it is within the institution's purview to determine what credits are acceptable, only the college or uni-

versity to which you are transferring your USAFI credits can tell you which can be applied to your degree.

When you inquire concerning transferable credits, you should give details concerning your education, military service, and educational goals.

In addition to correspondence courses, USAFI also offers filmed lessons which education officers will find are useful tools when no qualified instructor is available. The lessons are similar to those conducted in a classroom and the entire course consists of from 15 to 24 half-hour sessions.

The instructors in these films are high school or college teachers who are well qualified in their fields and are familiar with the problems presented by film or television instructional techniques.

A Brisk PACE

If you are not interested in education by correspondence, and if you are in the right place, you might want to investigate PACE.

PACE stands for Program for Afloat College Education. At present, it is available only to a limited number of Navy men. PACE was first made available only to *Polaris* crews and became known as the *Polaris* University. Now, however, it is available to the crews of *uss Boston* (CAG 1) and *Constellation* (CVA 64) and recently has been made available to selected ships homeported in San Diego.

All professors who teach PACE classes are drawn from the staffs of participating universities. Collectively, they present the best undergraduate instruction available today.

Like USAFI, PACE offers a college program which can equal the first two years of a basic college curriculum.

Most PACE courses combine about 15 film lectures, each of which can be viewed within about 30 minutes during routine at-sea operations. Each film has an accompanying lesson plan, study guide and textbook. Several formal classroom sessions are

All-Navy Cartoon Contest
LT Melville C. Murray, SC, USNR



"That's great, Bert. Now do the ruby-throated hummingbird again."

scheduled before and again after viewing the film lectures.

A final examination is given at the last class meeting. Certificates of completion are awarded the men who successfully complete each course and grades are recorded by the university offering the course. PACE grades can be transferred and applied toward full-time study for a baccalaureate degree.

PACE courses are financed primarily by the Bureau of Naval Personnel and there are no conditions or restrictions attached concerning obligated service. Usually the student is asked to pay only a small enrollment fee plus about \$10 for books and other school supplies.

Tuition Aid Program

Both USAFI and PACE offer courses which a Navyman can take on a part-time basis while performing his regular duties. The Navy also offers a tuition aid program which can be followed on a part-time or full time basis.

Funds for tuition aid are available to commandants of naval districts and certain force commanders. They can, therefore, bear some of the tuition expenses for voluntary off-duty courses taken by men in their command.

All courses taken, however, must have the commanding officer's concurrence and be offered by approved educational institutions.

The courses must also be taken for credit and must fall within the following categories before they qualify for tuition assistance:

- High school courses, if they lead to a high school diploma or meet college entrance requirements.
- College undergraduate courses which contribute toward a degree. A student who already has his bachelor's degree is still eligible under this provision if he is working toward an additional baccalaureate.
- High school and college undergraduate courses which will contribute to a Navyman's professional qualifications.
- College undergraduate courses which are prerequisites for graduate courses or degrees in approved fields.
- Graduate level courses if they contribute to qualifications for an advanced degree in education, engineering, international relations, management, mass communications, mathematics or physical science.

All-Navy Cartoon Contest Peter A. Hansen, EN1, USN



"He was coming up the gangway just when liberty went down."

- Courses in foreign languages at any level.

Under the tuition aid program, a student can receive 75 per cent of his tuition cost up to \$14.25 per semester hour or \$9.50 per quarter hour. If he is taking a high school course, he can receive \$42.75 per

Carnegie Unit. Sixteen Carnegie Units are necessary to graduate from high school.

All other costs are payable by the student. The Navy suggests a limit of not more than seven semester hours in any one semester or seven quarter hours in a given quarter or two Carnegie Units in any academic year. Exceptions to this rule are, however, sometimes granted.

To be eligible for tuition aid, a man must be on active duty with the Navy. Congress requires officers to remain on active duty for two years after completion of the course. Enlisted men who are career designated are given preference.

If you decide that tuition aid is the program for you, you should choose the courses you want, then submit a letter request via your commanding officer to the naval district commandant or force commander who controls the funds. For your guidance there is a sample of this letter in BuPers Inst 1560.10C.

Going to USAFI U? There Are Many Branches

A considerable number of American colleges and universities offer courses through the United States Armed Forces Institute. Here is a list of them.

University of Alabama at University, Alabama
University of Alaska at College, Alaska
Brigham Young University at Provo, Utah
University of California at Berkeley, Calif.
Florida Institute for Continuing University Studies at Tallahassee, Fla.
Georgia Center for Continuing Education, University of Georgia at Athens, Ga.
(University of Georgia, Georgia Southern College, Savannah State College, Valdosta State College, and Woman's College of Georgia)
University of Idaho at Moscow, Idaho
University of Illinois at Urbana, Ill.
Indiana State College at Terre Haute, Ind.
Indiana University at Bloomington, Ind.
State University of Iowa at Iowa City, Iowa
Kansas State Teachers College at Emporia, Kans.
Kansas State University of Agriculture and Applied Science at Manhattan, Kans.
University of Kansas at Lawrence, Kans.
University of Kentucky at Lexington, Ky.
Louisiana State University and Agricultural and Mechanical College at Baton Rouge, La.
Loyola University at Chicago, Ill.
The Commonwealth of Massachusetts, Department of Education, Division of University Extension, Boston, Mass.
University of Minnesota, Minneapolis, Minn.

University of Southern Mississippi, at Hattiesburg, Miss.
University of Missouri at Columbia, Mo.
University of Nebraska at Lincoln, Nebr.
University of Nevada at Reno, Nev.
University of New Mexico at Albuquerque, N. M.
University of North Carolina at Chapel Hill, N. C.
North Dakota Division of Supervised Study at Fargo, N. D.
University of North Dakota at Grand Forks, N. D.
Ohio University at Athens, Ohio
Oklahoma State University of Agriculture and Applied Science, at Stillwater, Okla.
University of Oklahoma at Norman, Okla.
Oregon State System of Higher Education at Portland, Ore.
Pennsylvania State University, University Park, Pa.
University of South Carolina, at Columbia, S. C.
Southern Methodist University at Dallas, Texas
University of Tennessee at Knoxville, Tenn.
Texas Technological College at Lubbock, Texas
Utah State University of Agriculture and Applied Science at Logan, Utah.
University of Texas at Austin, Texas
University of Utah at Salt Lake City, Utah
Virginia State College at Petersburg, Va.
Washington State University at Pullman, Wash.
University of Washington at Seattle, Wash.
University of Wisconsin at Madison, Wis.
University of Wyoming at Laramie, Wyo.

VA Regional Offices Can Advise You on GI Education

If you want advice concerning the educational opportunities offered by the Veterans Administration

under the Cold War GI Bill, here is a list of VA regional offices to which you may write or visit.

Montgomery, Ala.	Indianapolis, Ind.	Manchester, N. H.	Manila, Philippines
Juneau and Anchorage, Alaska	Des Moines, Iowa	Newark, N. J.	Puerto Rico and Virgin Islands, San Juan, Puerto Rico
Phoenix, Ariz.	Wichita, Kans.	Albuquerque, N. Mex.	Providence, R. I.
Little Rock, Ark.	Louisville, Ky.	Buffalo, Rochester, Syracuse, New York City and Albany, N. Y.	Columbia, S. C.
Los Angeles, San Diego, and San Francisco, Calif.	New Orleans and Shreveport, La.	Winston-Salem, N. C.	Sioux Falls, S. D.
Denver, Colo.	Togus and Portland, Maine	Fargo, N.D.	Nashville, Tenn.
Hartford, Conn.	Baltimore, Md.	Cleveland, Cincinnati and Columbus, Ohio	Houston, San Antonio, Waco, Dallas and Lubbock, Texas
Wilmington, Del.	Boston and Springfield, Mass.	Muskogee and Oklahoma City, Okla.	Salt Lake City, Utah
Washington, D.C.	Detroit, Mich.	Portland, Ore.	White River Jct., Vt.
St. Petersburg, Jacksonville, and Mami, Fla.	St Paul, Minn.	Philadelphia, Wilkes-Barre and Pittsburgh, Pa.	Roanoke, Va.
Atlanta, Ga.	Oklahoma City, Miss.		Seattle, Wash.
Honolulu, Hawaii	St Louis and Kansas City, Mo.		Huntington, W. Va.
Boise, Idaho	Fort Harrison, Mont.		Milwaukee, Wis.
Chicago, Ill.	Lincoln, Nebr.		Cheyenne, Wyo.
	Reno, Nev.		

GI Bill

The most recent innovation in education programs for servicemen is the Cold War GI Bill. In-service Navymen who want to take advantage of this program must have been on active duty for at least two years to be eligible. This will put you in line for up to 36 months of education which is equivalent to four school years of nine-month sessions.

If you want to go to school under the GI bill and are in a city where there is a VA office, you would do well to take advantage of its counseling service.

If there is no Veterans Administration office near you, local representatives of the various veterans' organizations and the Red Cross also have information and application forms available. You can also write to any Veterans Administration Regional Office for information or to USAFI at Madison, Wis., which has application forms and information available for Cold War GI students.

Education opportunities are also offered by naval commands and installations through the Instructor Hire System. Commanding officers are, in fact, encouraged to establish classes in subjects normally taught in elementary school, high school and college.

Usually USAFI courses are used as a basis for this instruction which is given either by volunteer officers or

civilians or hired instructors. Funds are available to commanding officers for this purpose through the Chief of Naval Personnel.

Those who have dropped their formal education somewhere short of receiving a high school diploma or a college degree sometimes forget that the educating process goes on

List of USAFI Courses

Each college or university participating in the United States Armed Forces Institute program may offer one or more courses in the following general fields of study:

College Courses

Accounting, agriculture, anthropology, archaeology, art, astronomy, aviation, biology, building, business, chemistry, commerce, composition (English), drama, economics, education, engineering, English, geography, geology, government, health, history, home economics, hygiene, industrial relations, insurance journalism, landscape architecture, foreign languages, business law, library science, literature, mathematics, methods of teaching, music, nursing, philosophy, physical education, physics, political science, psychology, radio, religion, rhetoric, science, social work, sociology, speech, writing.

High School Courses

Agriculture, art, aviation, building, business, business law, economics, engineering, English, geography, government, health, history, home economics, journalism, languages, library methods, mathematics, music, psychology, radio, religion, science, sociology.

(albeit at a changed pace) even though they are not in school.

The Navy took this into account and uses general educational development (GED) tests. These tests can measure the level of formal education you have reached, then add the level of informal self-education and intellectual growth you have achieved since you have been out of school.

For the student who has not completed his high school education, the test can determine whether or not he has acquired the equivalent of a high school education. For high school graduates who have not yet begun their college work, the test can measure their achievements in the basic areas of liberal arts subjects usually found in the requirements for the first two years of undergraduate college study.

The Armed Forces accept at face value the results of educational development testing and so do many school boards and institutions of higher learning.

The American Council on Education recommends that civilian institutions grant six semester hours of college credit for the successful completion of each of the five general examinations in the complete test. The subjects covered by these examinations are English composition, Social Sciences (History), the Humanities, Natural Sciences and Mathematics.

If you feel you need to continue or increase your education but don't know exactly which path to take, you would do well to talk to your education service officer. He should have sufficient information on his bookshelf to fill you in on the details of the programs the Navy offers and help you decide which one is best for you.

Probably his most useful service will be helping you evaluate yourself—your physical and mental capacities, the work you like to do and can do well, plus the value of the education you already have and the work experience and training you have received since you left school. Often, your service experience and training can be converted to academic credits by an educational institution.

Just by discussing the problem with your education service officer, you may be able to decide what you want to do to further your education.

If You've Missed the NESEP Deadline Start Preparing Now For a Future Chance

If you don't know all about NESEP by now, you are probably cast away on a desert island someplace, in which case we won't go into how you obtained this issue.

These pages have carried many short articles about this outstanding program, and also lengthy feature articles on the subject. (See *ALL HANDS*, August 1966). However, enough cannot be said about NESEP and since application time is again at hand, another reminder is in order.

NESEP (Navy Enlisted Scientific Education Program) is a college training program for outstanding petty officers on active duty, leading to appointment to commissioned status and a career as an unrestricted line officer.

It provides a maximum of four years of uninterrupted college education, during which the students draw full pay and allowances.

Applications for the coming school year (1967) should have reached the Chief of Naval Personnel by now. If you are eligible and have applied, take this opportunity to review other requirements you must satisfy, and to renew your determination for success.

If you are eligible or potentially eligible and have not applied, learn all you can about NESEP right now, and resolve that you will not allow such an extraordinary opportunity to pass you by without trying for it.

To be eligible, you must:

- Be a citizen of the United States.
- Be enlisted in the Regular Navy or in the Naval Reserve on active duty (includes TARs) with at least one year in service (other than school) before application.
- Be serving in pay grade E-4 or above by 31 Dec 1967. It's not too early to get started.
- Be 21 but not 25 by 1 July of the year selected. (Waiver of maximum age may be granted on the basis of one year for each year of fully transferable college credits to a NESEP curriculum).
- Be a high school graduate or equivalent, with at least three years of high school.
- Have a combined GCT/ARI score of at least 118.

- Meet physical standards of officer candidates.

- Have a clear disciplinary record for two years preceding 1 July of the calendar year in which application is made.

- Meet the high standards of character, patriotism, sense of duty, personal conduct and financial responsibility required of a prospective officer.

- Be recommended by your CO. Men and women are eligible, whether married or single.

The applications of all fully qualified NESEP candidates are considered in January of each year by a selection board convened by the

Chief of Naval Personnel.

Those selected are designated as provisionally selected candidates and ordered to a nine-week course at Naval Preparatory School. Upon satisfactory completion of prep school and acceptance at a NESEP college or university, candidates are ordered to school and become full-fledged NESEP students.

Then they begin regular academic sessions.

Upon receipt of a baccalaureate degree, NESEP graduates are ordered to Officer Candidate School—the final step before being commissioned.

Full details of the program are contained in BuPers Inst. 1510.69J.

Pilot Program: Junior College for Enlisted Men

A FEW MONTHS ago the Alford Board had a few (115, to be exact) suggestions concerning the professional growth of the career Navyman: How to keep him proficient, ambitious, hard-working, reasonably happy and—above all—how to keep him around.

One of the recommendations was to buy him books and send him to school. This in itself doesn't sound so different, but there's a twist that adds up to something brand-new.

This fall 75 petty officers enrolled in junior college. They will attend for two academic years (or less, if they are granted advanced standing) then return to the Fleet with associate degrees. They will be the first to benefit from the Navy's new

Associate Degree Completion Program (ADCOP).

The petty officers entering college this fall were carefully selected by the Bureau of Naval Personnel. ADCOP is a pilot program; should it continue future selection processes will probably be very similar to those used by BuPers when choosing NESEP Navymen.

Colleges taking part in the program are: Wentworth Institute, Boston, Mass.; Mount San Antonio College, Walnut, Calif.; and Palomar College, San Marcos, Calif. Approximately 25 Navymen will go to each school.

Advanced academic standing will be granted for Navy A, B and C school training at the discretion of the participating institutions. Credit may also be given for education received through off-duty study.

Navymen who qualify for the Associate Degree Completion Program will receive a terminal education. In other words, their work will be specialized. Normally an undergraduate of a four-year college is required to enroll in a large number of general subjects during his freshman and sophomore years. The 75 Navymen, however, will concentrate on their individual specialties, and will receive an associate degree in their respective vocational field.

Courses offered include: aircraft mechanics; building construction technology; electrical and electronic technology; industrial technology; mechanical engineering technology; metallurgical technology; nuclear



"Slansdown! Wake up, man, wake up!"

engineering technology; air-conditioning technology; administration and management; drafting; and business administration (including such courses as accounting, data processing and merchandising).

The 75 petty officers participating in the pilot program represent 15 ratings. The average selectee is 26.6 years of age, a high school graduate and serving in pay grade E-6.

Five AEs, seven ATs, three AQs, six DSs, one EA, five EMs, 10 ETs, three ICs, eight FTs, five MMs, two BTs, seven RDs, seven RMs, three STs and three SKs were selected.

As is usual for such educational programs, participants were required to acquire a specified service obligation. Four years' obligation upon completion of the two years' Navy-sponsored education was specified.

It's Escort All the Way

With the accent on escort, a new destroyer squadron has been established in the Atlantic Fleet Cruiser-Destroyer Force. Escort Squadron Six will ultimately consist of three guided missile escort ships, three escort ships, and an escort research vessel.

Flagship of the new squadron is USS *Garcia* (DE 1040), first of a new class of escort ships.

Now under construction are the guided missile escort ships *Talbot* (DEG 4), *Richard L. Page* (DEG 5), and *Julius A. Furer* (DEG 6). They will join the squadron when completed.

The escort ships *Edward McDonnell* (DE 1043), and *Voge* (DE 1047), and the escort research vessel *Glover* (AGDE 1) will round out the squadron.



"Worst case of exam freeze-up I've ever seen."

Rating Control Roundup

No doubt about it, the Rating Control Section is one of the hottest spots in the Bureau.

Currently nine officers and 25 enlisted men are specifically concerned with Rating Control details and they could use twice as many bodies. Everyone is working under pressure and even the computers wear a harried look.

The situation is constantly changing and new problems must be met and solved each day. Many of the more recent developments are not of sufficient status to justify inclusion in a BuPers Notice or Instruction, but are of great interest to a limited group of Navymen. ALL HANDS will endeavor to keep the various groups advised as to what's new in specific ratings.

For example, here's what cooking (unofficially) at the Radarman desk as of this moment:

For Radarmen: What's New

36-Month Tours—You may not know it, but the six-year-plus sea tours for E-5s and E-6s are largely the result of the 36-month shore tours which are applicable to about 75 per cent of the available shore billets.

A reduction in shore tour lengths to 24 or 30 months would cause a one- to two-year reduction in sea tours. Some change from the current tour lengths may be possible if there is a definite indication that the majority of radarmen favor a shorter tour ashore. Your comments would be welcomed by the Radarman desk.

Cancellation of Orders Ashore—While every effort is made to order radarmen ashore in an area of their choice, the necessity of maintaining a workable Seavey occasionally makes it necessary that men be ordered ashore in areas other than those specified.

In those cases where you feel that such orders would place an intolerable burden on you or your family, you should request cancellation at the earliest possible date.

Your request will probably be honored if you give the people time enough to make an adjustment. However, you cannot expect to be considered for orders ashore again for at least another 10 months unless humanitarian considerations dictate otherwise.

The above comments are, of course, applicable to all enlisted personnel, not to radarmen exclusively.

Air Control Specialists—During recent months an intensive effort has been made to develop a method of training, identifying and distributing surface air controllers.

One of the techniques used is a system of "closed loop" rotation. This means keeping air controllers in air control billets both ashore and afloat. Replacements for vacancies in the 154 GCA billets and 34 AIC instructor billets are now being selected from among Seavey-eligible air controllers who are graduates of the AC "A" School, or whose past record indicates good potential as an air controller.

Selection for GCA duty is based upon the following criteria:

- You must hold an NEC 6922 or have demonstrated an aptitude for air control as evidenced by outstanding previous performance as 0313 or 0316.

- If you do not hold NEC 6922 (AC "A" School), you must have less than 12 years of total active service to be considered for AC "A" School.

Once ordered to GCA duty, you may expect to remain in the air control specialty (0313, 0314, 0318, 6922) at least through pay grade E-7.

If you want to enter this program, you should try to get air control experience in either the ASAC or AIC programs, and have your performance in this capacity favorably commented upon in your semiannual evaluation.



AIC/ASAC quotas and future assignment to a Class I air control ship may be obtained by eligible E-5s as a reenlistment incentive upon application under BuPers Inst 1133.3 series (STAR).

Courier Billets Ashore—Approximately 24 officer courier billets have recently been made available to RDs in pay grade E-7.

These billets are located in both the United States and Europe and will be considered as shore duty for rotation purposes. In addition to providing more shore duty, these billets should substantially improve advancement opportunities for both E-6s and E-7s.

Seavey-eligible E-7s who are qualified for top secret clearance should indicate their preference for this duty, and hoped-for location, on their Rotation Data Cards.

E. W. Specialists—Men on certain large combatants and DDG/DLGs will soon receive one of a pilot group of 24 RD E. W. specialists as a shipmate.

These men are graduates of the RD "B" School, and Class "C" maintenance and operator schools. They will be expected to supervise both the maintenance and operation of the E. W. gear upon reporting aboard.

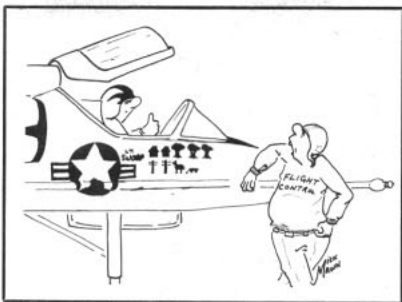
It is hoped that a favorable evaluation of this program will result in increased opportunity both ashore and afloat for RDs in this field.

Seavey Eligibility Requirements—It's embarrassingly obvious that a lot of men don't know how to get on Seavey even when they're eligible. We repeat — again — those relevant portions of Art 3.22, Chapter Three of the *Enlisted Transfer Manual*:

Eligibility for the Seavey shall be established by application of the criteria set forth in the BuPers Notice published every four months. These Notices specify a sea duty commencement date for each rate and pay grade within the rating. As of the effective date of the Notice, personnel will be considered to be in Seavey if all the following conditions are met:

- In an on-board "for duty" status.
- Commenced present continuous sea tour during the month indicated for the applicable rating and pay grade, or earlier.
- Have sufficient obligated service to provide at least 24 months' active duty obligation from the last order issuing month of the Seavey.

All-Navy Cartoon Contest Ernest M. Mawn, Jr., CTC, USN



"Now remember, Swoops, come out of your dive a little bit earlier than you have been."

For example: To qualify for C-66, Active Duty Obligation must be January 1969 or later. (January is the last ordering month for C-66).

Paragraph 3.25 of the *Enlisted Transfer Manual* outlines procedures for changing active duty obligation to establish eligibility.

RDs having questions concerning their rating may contact RDCS Bock at OXford 4-4785 or write him at BuPers (Attn: Pers-B2164).

MSC Appointments

Thirty candidates have been selected for appointment as ensign, Medical Service Corps (Supply and Administration Section).

Appointees will be notified by their commanding officers and subsequently ordered TAD to the U.S. Naval School of Hospital Administration, Bethesda, Md., for instruction in an officer indoctrination course.

NOW HERE'S THIS

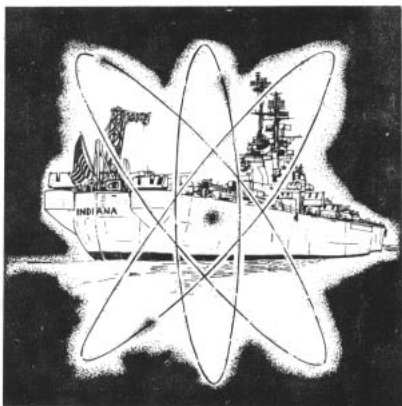
Battleship Indiana Works for Science

Old battleships die slowly—if at all, and such is the case with USS *Indiana* (BB 58), which racked up a sizable number of battle-scars in World War II.

In nine engagements, ranging from actions in which she withstood attacks by torpedo bombers at Tarawa in 1943 to the devastation wrought by her guns on enemy targets in July and August 1945, *Indiana* was in the thick of the action.

But like her sister ships, *Indiana's* name was stricken from the U. S. Navy list. In her case it was in June 1962, after she had served as a unit of the Bremerton Group, Pacific Reserve Fleet, when she was sold for scrap.

Today, 65 tons of the eight-inch armor plate—which shielded *Indiana's* crew from bomb explosions, kamikaze suicide attacks and a tremendous Pacific typhoon—have been converted to medical research.



At the Veterans Hospital, Hines, Ill., *Indiana's* thick plating has been fashioned into a radiation-proof "island" for research. It took almost two years to move the armor from the battleship to a Chicago fabrication plant, and convert and install it at the VA hospital.

The "iron room" enables radioisotope research teams to obtain minute data not previously available. It does this by blocking off radiation from the outside so that extremely minute quantities of radioactive materials in a patient's body can be identified and counted.

A major problem in this kind of research is effective determination of the "retention duration" of many trace substances which may be administered in a radioactive state. At Hines Veterans Hospital, it will be possible to determine the amount of fat in the body, a factor in radioactive research. The "lean body" contains naturally radioactive potassium, which is absent from fat.

These measurements are only possible in a radiation-shielded environment.

Such an environment has been obtained in the "iron room" by creating a radiation-free island in a world of radioactivity.

Surrounded by *Indiana's* thick armor plating the patient can recline comfortably as a television camera pictures his reactions. He can view his favorite soap opera, or even himself, and chat over the intercom during the several hours which may be required for electronic data to be checked out on the multi-channel analyzer in a nearby room. The analyzer detects gamma rays in the body, and sorts and counts them.

Thus, researchers obtain the information they need, quickly and accurately, thanks to a one-time BB, working for science and the nation.

New Duty Station? Stop In to See the Family Services Center

REPORTING to a new duty station can be a hectic business. If you're a family man there's housing to locate and a family to settle. Perhaps there are children who must enter school. There are local auto registration and drivers' license laws to be understood and complied with. And in the midst of the confusion, a dependent's ID card is misplaced or you receive word your silverware ended up in Portland, Ore., instead of Norfolk.

Fleet deployment, retirement and the receipt of temporary duty orders also offer a quota of possible distressing developments, which can cause minor problems to assume aspects of major catastrophies.

At such times a visit to a Family Services Center may help conserve your cool, not to mention your shoe leather.

Family Services Centers, as you may have read in the Alford Report (ALL HANDS, May 1966, page 41, recommendation No. 53), are information and assistance offices located at major naval bases and in areas of Fleet concentration.

In time of crisis, the Navyman has always had ready access to expert assistance. Chaplains and legal officers, for instance, serve such purposes. Family Service Centers, on the other hand, specialize in problems of the common, irksome variety. They cut red tape, provide neighborly help, simplify complicated situations and dispense reliable information.

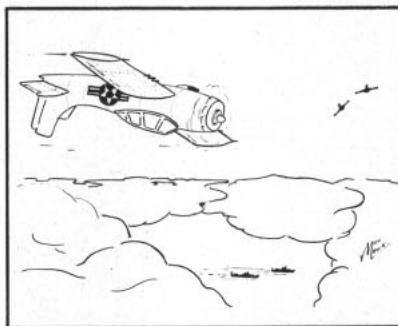
In short, Family Services Centers were established to make Navy life more pleasing.

Several naval installations have provided similar services for many years, but until recently there have been only a few organized, Navy-wide Family Services programs.

In 1965 the Secretary of the Navy's Task Force on Retention conducted a thorough study of family morale. The group concluded that the Navy needed an active, comprehensive program to solve or minimize the problems of the Navy family. Early this year the family services program was approved by the Secretary, and in July the Bureau of Naval Personnel announced it plans to open centers at 15 locations.

The program began to grow even

All-Navy Cartoon Contest
Ernest M. Mawn, Jr., CTC, USN



"That's right, Sir . . . two cruisers at three o'clock high!"

before it became operative. By the end of July the list of centers to be established had grown to include 41 naval stations, naval air stations and naval bases.

The minimum services to be offered by these Centers are outlined in OpNav Inst. 1740.1. Centers at many facilities will probably offer additional assistance, depending on the availability of volunteer workers and the specific demands of the locale.

A great deal of attention will be given to the problems faced by families arriving at a new duty station. The Instruction requires the center concerned to furnish new arrivals with extensive information about the installation and the surrounding community.

Under ideal conditions the information will be sent to you auto-

All-Navy Cartoon Contest
Peter A. Hansen, EN1, USN



"... and three crows . . . anything else?"

matically. To be assured of its arrival, however, you should request it from your new command or the nearby Services Center soon after you receive your orders.

In most cases the information will be in the form of a Welcome Aboard brochure. You have probably received such packets before, but in the future you will find them generally more useful.

They are required to contain, for instance, a map of the area, an area directory and a base information guide. You will find specific information concerning dependents' medical care, wives clubs, credit unions, Navy Relief, Red Cross, local churches, commissaries, exchanges, education, military clubs and municipal service clubs and organizations.

When you arrive at the installation, the local Family Services Center will be available to lend any assistance necessary. If you do not pay an early visit to the office, a representative may call to offer help and make sure all is shipshape. Many stations will probably use a sponsor program to assist you and your family in solving any special problems.

The Centers' housing files will be of special interest to newly arrived family men. Information on available service housing will be provided and in many instances applications may be made at the Center or nearby. In addition, each office is required to maintain an up-to-date catalogue of all off-base commercial housing which is available without regard to race, creed, color or national origin.

Hospitality kits will be invaluable to some newcomers. If you arrive before your household goods, the Family Services Center will assist in obtaining those items essential to family life: baby beds, silverware, cots, blankets, dishes and so forth.

The Centers are, of course, not limited by the minimum requirements set forth in the OpNav Instruction. The extra services available at any given center will depend primarily on the enthusiasm and support of the local Navy families. The number of volunteer Navy wives will probably be the most important consideration.

As a dependable source of infor-

mation, the local Family Services Center will be helpful for the old hand as well as the new arrival. As a minimum, the centers will be equipped to provide extensive information relating to the following subjects:

- Passport applications
- Voting
- Insurance
- Separation
- Preparation for retirement
- The Cold War G.I. Bill
- Retired Serviceman's Family Protection Plan (contingency option)
- Housing
- Personal financial management
- Recreation
- Transportation

In specialized instances, when professional assistance is indicated, referral will be necessary. Care will be taken to insure that this will not cause inconvenience — when possible, in fact, organizations such as Navy Relief will have an office located near (perhaps in the same building) the Services Center, as will the chaplain and legal assistance officer.

One of the major objectives of the family services program is to provide information to Navy wives. At least four times each year Centers will conduct orientation courses for wives in the area. These lectures will help explain the rights and benefits of which Navy dependents should be aware. Topics will include education, emergency aid, survivor's benefits and available family facilities.

Installations which have established Family Services Centers are as follows:

- NS San Diego, Calif.
- NS Norfolk, Va.
- NS Long Beach, Calif.
- ADCOM, NTC Great Lakes, Ill.
- NS Newport, R. I.
- NS Pearl Harbor, Hawaii
- NS Charleston, S. C.
- NAS Alameda, Calif.
- NS Washington, D. C.
- NS Mayport, Fla.
- NAS Pensacola, Fla.
- NAS North Island, Calif.
- NAS Memphis, Tenn.
- Naval Sub Base, New London, Conn.
- NAS Pt. Mugu, Calif.
- NS Key West, Fla.
- NAS Lemoore, Calif.
- NAS Quonset Point, R. I.
- NS Treasure Island, Calif.
- NAS Oceana, Va.
- NAS Whidbey Island, Wash.
- NAS Patuxent River, Md.
- NAS Moffett Field, Calif.



"Square your hat, Smith!"

- NS Boston, Mass.
- NAS Jacksonville, Fla.
- NAS Barbers Point, Hawaii
- NAS Corpus Christi, Texas
- Naval Construction Bn, Port Hueneme, Calif.
- NAS Cecil Field, Fla.
- NAS Miramar, Calif.
- NTC Bainbridge, Md.
- NS Philadelphia, Pa.
- NAS Los Alamitos, Calif.
- Naval Amphibious Base, Little Creek, Va.
- NAS Brunswick, Maine
- NavWepSta, Concord, Calif.
- NAS Glynn, Ga.
- NAS Lakehurst, N. J.
- NAAS Whiting Field, Fla.
- FAAW Training Center, Dam Neck, Va.
- Norfolk Naval Shipyard, Va.

List of New Motion Pictures Available to Ships and Overseas Bases

The list of recently released 16mm feature movies available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

Assault on a Queen (C) (WS): Drama; Frank Sinatra, Virna Lisi.

The Singing Nun (C): Musical Drama; Debbie Reynolds, Ricardo Montalban.

Pinocchio in Outer Space: Animated Feature Cartoon.

The Circular Triangle: Mystery Drama; Lilli Palmer, Pierre Brasseur.

Brigand of Kandahar (C): Melodrama; Ronald Lewis, Yvonne Romain.

Johnny Reno (C) (WS): Western; Dana Andrews, Jane Russell.

The Silencers: Melodrama; Dean Martin, Stella Stevens.

The Trouble With Angels: Com-

edy; Rosalind Russell, Hayley Mills.

Lord Jim (C) (WS): Drama; Peter O'Toole, Alec Guinness.

Around The World Under the Sea (C): Melodrama; Lloyd Bridges, Shirley Eaton.

The Sleeping Car Murder (C): Melodrama; Simone Signoret, Yves Montand.

When The Boys Meet The Girls (C); Musical; Connie Francis, Harve Presnell.

Viva Marie (C): Comedy; Brigitte Bardot, Jeanne Moreau.

Tokyo Olympiad (C) (WS): Documentary.

The Ghost in the Invisible Bikini (C): Comedy; Susan Hart, Boris Karloff.

The Flight of the Phoenix: Drama; James Stewart, Peter Finch.

Thinking About Air Travel? Check into Those Reduced Fares

Substantial reductions in round trip airline fares—in case you hadn't heard—are in effect. All 11 domestic trunk airlines and one local service carrier have reduced fares by 25 per cent.

In most instances the reduced fares apply to round trip travel in any class of service except jet first-class. The fares will apply at least until 31 Dec 1966, and probably longer. The reduced price travel—called *excursion fare*—may be made by reservation.

Generally, excursion fares are available only on flights scheduled to depart not earlier than noon Monday and not later than noon Friday, and not earlier than noon Saturday and not later than noon Sunday. In addition, the reduced fares are not applicable during holiday periods.

If you travel at the excursion rate, you cannot start your return trip earlier than 0001 on the Sunday following your departure, and all travel must be completed not later than midnight of the 30th day following the date on which your trip began.

Savings with the new fares are significant. A round trip between Washington, D.C., and a West Coast point, for instance, would cost you (or the Navy) \$68 less than the regular fare.

In cases where official travel will

be performed within the excursion fare period, transportation requests should specify excursion fare. In situations when it is definitely known that travel will not be performed within the excursion fare period, the TR should specify regular fare.

In cases where the first portion of the round trip commences within the excursion fare period, but there is doubt as to the date of return, the Comptroller General of the U.S. recommends an excursion fare be requested.

In the event the return trip commences during the non-excursion period and the difference in cost between an excursion fare and the regular fare must be paid, you may submit a supplemental transportation request to upgrade the ticket or you may pay the difference in cash and obtain reimbursement on your travel voucher.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, BuPers Instructions and BuPers Notices that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 48—Ordered the suspension of movement of civilian and military

dependents to France, effective 1 August.

No. 49—Defined current requirements for satisfying qualifications for flight pay and sea and foreign duty pay.

No. 50—Announced approval by the Secretary of the Navy for the President of the selection board report that recommended Marine Corps officers for temporary promotion to the grade of colonel.

No. 51—Announced approval by the Secretary of the Navy for the President of the selection board report that recommended Marine Corps officers for temporary promotion to the grade of major.

No. 52—Announced approval by the Secretary of the Navy of the report of a selection board which recommended line officers for temporary promotion to the grade of captain.

No. 53—Announced approval by the Secretary of the Navy for the President of the selection board report that recommended Marine Corps officers for temporary promotion to the grade of lieutenant colonel.

No. 54—Discussed the phasing out of the current savings deposit program for all members of the armed services serving outside the United States or its possessions.

Instructions

No. 1120.18L—Outlines the eligibility requirements and processing procedures whereby USN personnel may seek appointment to warrant officer and LDO programs.

No. 1510.69J—Outlines the eligi-

bility requirements and procedures whereby enlisted personnel may apply for assignment to the Navy Enlisted Scientific Education program (NESEP). The program leads to commissioning in the Regular Navy as an unrestricted line officer.

No. 1510.104A—Announces a change in certain areas of the formal training of electronics technicians and establishes guidelines for the administration of a Selective Electronics Training program.

No. 1540.40A—Discusses qualification requirements and assignment policies of personnel ordered for duty in connection with naval nuclear propulsion plants. It also states personnel policies and practices of the Chief of Naval Personnel in this area.

Notices

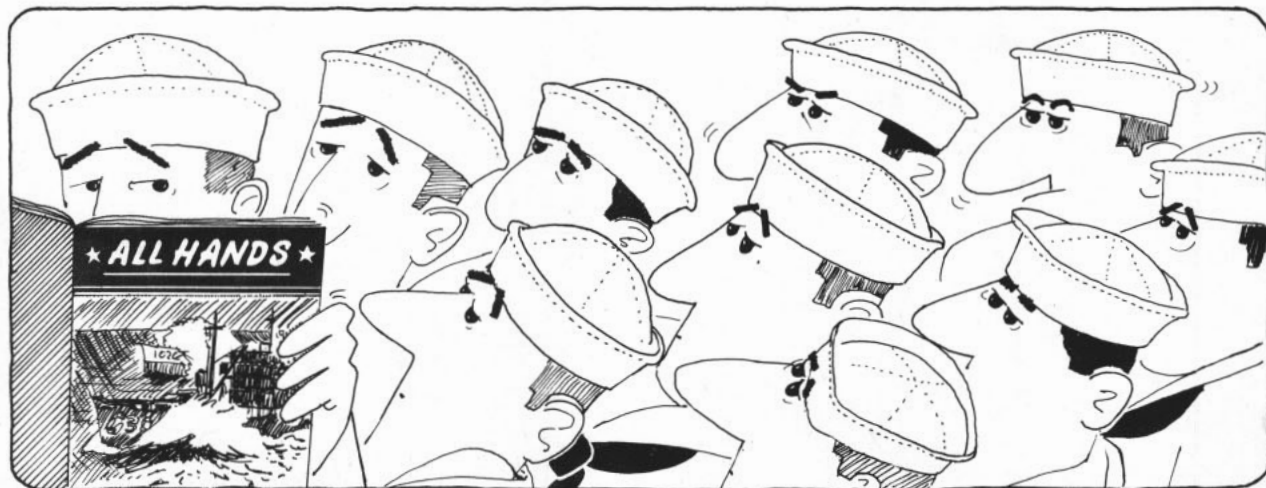
No. 4650 (22 July)—Urged a concentrated effort to reduce the number of no-show passengers for which reservations have been requested on airlines.

No. 1120 (12 August)—Announced the selection of those recommended for appointment to ensign, Medical Service Corps, USN.

No. 1430 (18 August)—Announced the selection of personnel for change in rating to aviation support equipment technician (AS) and provided procedures for change in rating.

No. 1920 (19 August)—Discussed the selective retention of officers on active duty.

No. 4632 (22 August)—Announced new rules governing use of reduced air fares applicable to military personnel on leave, including emergency leave.



EYE, EYE, MATE—Remember that there are nine other shipmates waiting to eyeball this ALL HANDS . . . so pass it on.

More Money for Many—As Result of Changes in Specialty Pay

MANY NAVYMEN will receive extra pay as a result of the most recent change to the basic specialty pay instruction. The revisions became effective on 1 July. For the information of individual Navymen who want to see how the change may affect them, here's a report on the subject.

Recruiter canvassers and certain Navymen assigned to recruit training commands were authorized \$30 per month superior performance pay. Certain NESEP Navymen and men participating in the Integration Program will continue to receive the same pro pay as they were authorized when selected for the officer program. Three new categories were added to the pro pay lists. The major changes in detail are as follows:

Superior performance pay. Awards of \$30 per month are now authorized for men in BuPers controlled instructor billets at Recruit Training commands in San Diego, Great Lakes and Bainbridge.

Recruiter-canvassers are authorized identical specialty pay.

To be eligible for the superior performance awards, Navymen must be serving in one of the specified billets, and must be on active duty. Recipients must have completed a minimum of 24 months of active service which, if it includes any period of active duty for training, must be consecutive service.

Before becoming eligible, applicants must demonstrate superior performance on the job, in the skill and level in which they are serving, for a minimum of six months. For instructors, the six-month requirement will be computed from the date indoctrination begins.

Men who are already receiving specialty pay of another variety (pro pay) are not eligible for superior performance pay.

The pay will be granted by the appropriate commanding officer.

There are no percentage limitations for superior performance awards to instructors. The limitation for recruiter-canvassers is 50 per cent.

Change seven gives one word of caution: Should specialty pay be abolished at a future date, eligibility will be revoked as soon as the disestablishment becomes effective.

Pro pay for NESEP and Integration Programs. This section of change

seven authorizes proficiency pay to those men who lost it when chosen for one of the officer programs.

The provisions of the basic pro pay directive (BuPers Instruction 1430-12F) require the termination of specialty pay for officer candidates and students undergoing training leading to a commission. These provisions are being held in abeyance, at least through fiscal year 1967.

Navymen currently enrolled in the NESEP or Integration programs, and whose pro pay was terminated upon entrance to school, are once again eligible to receive the award. (It should be noted that proficiency pay is not retroactive.) The provision for continued specialty pay applies only to those men who lost pro pay; men who lost superior performance pay are not eligible.

New pro pay categories. Navymen who hold NECs RM-2333, RM-2392 or FT-119X are now authorized to draw pro pay, as shown in the adjacent box.

Ratings eligible to receive pro pay without regard to NEC have not changed. They are as follows:

P-1-50: AQ, AT, FT, GMT, ST, MT, AV. Pro pay based on the AV rating, however, may be received only by ex-AT and -AQ men who were eligible for P-1-50 in their former rating.

P-2: AX, DS, ET, AV. Eligibility in the AV rating applies only to ex-AXs who were eligible for P-2 in their former rating.

Several other alterations and clarifications are made by change seven. There is, for instance, a new format for NEC listings. As you'll note in the eligibility list, certain NECs are now listed as three digits followed by an X, such as 031X. The procedure provides increased continuity in pro pay award eligibility when men are assigned in common skill areas.

In the instances where the X is used, a man assigned to any rating series NEC beginning with the three specified digits, except as noted, maintains his eligibility for pro pay if assigned to an NEC billet identified by the same three digits. This gives more latitude in the assignment of men who hold closely related NECs.

Change seven also clarified the effects of rating compressions. In a

nutshell, there are no effects. While the compressed ratings will not be listed as source ratings for NECs, the men involved retain NECs previously assigned — just as they retain their rating badges when they advanced to a compressed pay grade and specialty.

A senior chief interior communications technician who holds NEC IC-4723, for instance, retains the NEC even when advanced to E-9 as a master chief electrician's mate.

Award Level P-1-50

Rating Series	Eligible Ratings	Rating Series	Eligible Ratings
031X		4356	EN, MM
(less		4722	IC, EM
0312)	RD	4723	IC
2314	RM, CT	710X/7131*AE	
2315	RM	711X/7131*AE	
2332**	RM	712X/7137	
2333	RM	less	
234X	RM, CT	7122)*	AM (7125 only), AE
2392	RM	713X/7137*AE	
2393	RM	714X/7137*AE	
2405	CT		
334X	TM		

Award Level P-2

0417	ST	114X	FT
0418	ST	115X	FT
0419	ST	116X	FT
0423	ST	117X	FT
0426	ST	118X	FT
047X	ST	119X	FT
048X	ST	2401	CT
049X	ST	2403	CT
0891	GM	2406	CT
098X	GM	3318	MT
099X	GM	3371	CE, EO, CM, SW, UT, HM
1113	FT		
1115	FT		
1118	FT	338X (less	ET, IC, EM,
1119	FT	3389)	MM, EN,
1128	FT		BT
113X	FT	794X	AQ

Award Level P-3

330X	FT	333X	ET
331X (less		335X (less	MM, EN,
3318)	MT	3359)	EM, IC,
332X	ET		ET

* Awards based on NEC 7131/7137 continued under the authority of BuPers Letter Pers B2232- vsr of 18 Nov (NOTAL) terminate upon EAOS or 30 Jun 1966, whichever is earlier. Other men receiving awards based on NEC 7131/7137, or NEC to which converted, may continue until EAOS or 31 Dec 1966, whichever is earlier. Final phase-out of the award, in accordance with paragraph 11.b, is effective 31 Dec 1966.

**NEC RM-2332 will be disestablished effective 1 Jan 1967.

RM-2332 billets will be recoded RM-2333.

TAFFRAIL TALK

THIS BUSINESS of being a good feeder is all very well—up to a point. But with success, problems inevitably arise, particularly when you have an FSO (food services officer) aboard who doesn't quite realize the power of the written and/or spoken word.

Those concerned with such matters aboard USS *Howard S. Gilmore* (AS 16) are becoming a little nervous about certain side effects. And Ensign Frank E. Luton, *Gilmore's* FSO, doesn't help things a bit.

He is recorded as protesting, "We don't want to make wives and mothers mad at us, but can we help it if the men would rather eat aboard than at home?"

You'll notice a certain lack of tact in ENS Luton's disclaimer. Had he stopped right there, he would be doing fine. But, no. He had to put his foot in the cake.

We can see him now, sweating just a little as he tries to explain to a group of hard-eyed "dependents," and it serves him right.

"We don't have any special recipes, just skill. When a man sits down to eat, he doesn't want to think about problems, and our meals take his mind off them."

Then, to rub frosting on possibly wounded sensibilities, ENS Luton tells the wives how to make *Gilmore's* favorite recipe:

"Take 50 pounds of flour, add three gallons of milk, 18 dozen eggs, 10 pounds of sugar, five pounds of shortening, a cup of baking soda and mix in a rather large pan. You can work out the rest from there."

Fine. And who's going to clean up the kitchen?

★ ★ ★

USS *Wright* (CC 2), which has a reputation as a fine feeder, looks out for the well-being of her crew in more ways than one. To insure that her sailors eat well, but not too much, this ship has set up a "color calorie" program, initiated by Ensign A. W. Harris and Chief Commissaryman F. E. Lambert.

Each dish offered on the mess line carries a colored tag, and each tag indicates its caloric content. A green tag tells the growing *Wrightmen*: Go ahead, this one is safe for you, calorically speaking; yellow means: Take it easy—if you must, eat a half-portion only if you're watching your weight; the red tag advises: Don't—calories live here.

The system is applicable only to those watching their waistlines. For the others, the color is always green.

★ ★ ★

Sometimes some things creep up on you and, before you know it, you're hooked.

For the following warning, we're indebted to *Approach*, the naval aviation safety review, which in turn is indebted to a researcher in the library of the Army Chemical Center.

Working on a file of index cards, the researcher came across a set labeled "Toxic Agents Arranged Alphabetically by Key Compound." Thumbing through the file, he found this entry: "O₂ (oxygen): volatile toxic agent; habit-forming; as little as one breath may lead to lifelong addiction; in concentrations of 21 per cent by volume, death follows after an average of 0.75 centuries."

So you've been warned.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event must be received before the first day of the month preceding the month of intended publication.

Address material to Editor, ALL HANDS, 1809 Arlington Annex, Navy Department, Washington, D.C. 20370.

• **AT RIGHT:** AIR MINDED—Navymen of guided missile light cruiser USS *Providence* (CLG 6), flagship of the First Fleet, prepare to tie up at NAS, North Island, in the shadow of one of their ship's surface-to-air missiles. ➔





**Symbol
of
the
Navy's
Finest**

